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EIGHTH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF MISSOURI,

FOR THE YEAR ENDING

DECEMBER 31, 1882.

JEFFERSON CITY, MO.: ⁴

STATE JOURNAL COMPANY, STATE PRINTERS.

1883.

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The annual reports of the Railroad Commissioners, made to the Governor, as is now or as may hereafter be provided by law, shall be printed at the expense of the State, in manner provided by law for the printing of other public documents. Three thousand copies are hereby authorized to be printed and bound annually, under the direction of said commissioners, and to be by them properly distributed throughout the State.—[Laws 1883.]

REPORT.

STATE OF MISSOURI, OFFICE OF RAILROAD COMMISSIONERS,
CITY OF JEFFERSON, June 12th, 1883. }

To His Excellency, THOS. T. CRITTENDEN, Governor of the State of Missouri:

GOVERNOR:—The Railroad Commissioners respectfully submit the following report for the year ending December 31st, 1882:

The returns from the companies for that year have been made with unusual promptness; they are more full and complete than heretofore, and they show a continued increase in volume of business, and in both gross and net earnings. The physical condition of the roads generally shows improvement, but the frequency of accidents is still such as to demand careful scrutiny into their causes.

NEW ORGANIZATIONS, CONSOLIDATIONS, ETC.

The number of new companies organized during the year 1882 is twelve. Of these companies, the Springfield & Southern put 19 miles in operation and the St. Joseph & Nebraska completed their line from Napier to Rulo, Atchison county, and leased same to the K. C., St. Jo. & C. B. Co. The Doniphan Branch railroad was completed early in 1883.

Among the most important combinations of existing lines, within the State, were the perfection of the lease of the Missouri, Kansas & Texas to the Missouri Pacific and the sales of the St. Louis, Arkansas & Texas and the Joplin Railroads to the St. Louis & San Francisco Co. Since the close of 1882, however, the whole Wabash system has been leased to the St. Louis, Iron Mountain & Southern, which last road is owned by the Missouri Pacific Company, and the Hannibal & St. Joseph road has been sold to the owners of the Chicago, Burlington & Quincy.

For list of "New Organizations, Sales, Leases, etc.," see "Appendix A."

TRACK TAKEN UP.

Only one piece of road has been discontinued during the year. This is the Iron Ridge Mining Company's road—a narrow gauge track four miles long—used only by the mining company, and taken up when that company discontinued its mining operations.

NEW ROAD COMPLETED.

The total number of miles completed in 1882 was 260.97, as shown in the following table:

Railroads.	Miles.
Cape Girardeau Southwestern, from Lakeville to Sturdevant.....	7.00
Chicago, Burlington & Kansas City, from Laclede to Sumner.....	10.30
Doniphan Branch Railway, from Neelyville to Black River.....	7.35
Eureka Springs Railway, from Seligman to State Line.....	8.40
Kansas & Missouri (F. S. & Carthage).....	4.60
Kansas City ,Spring'd & Memphis, from Springfield to point in Howell Co.	97.00
Missouri Pacific, from Carthage to Joplin.....	18.00
Missouri Pacific, Lexington connection.....	3.00
St. Joseph & Nebraska, to Rulo.....	9.00
St. Louis, Hannibal & Keokuk, from Troy to Gilmore.....	22.95
St. Louis, Iron Mountain & S. Extension to Fourth street, St. Louis.....	0.35
St. Louis, Salem & L. R., from Howes to Plank Ore Bank.....	3.98
St. Louis & San Francisco, from Pacific to Meramec River.....	8.24
Short Creek & Joplin, from Joplin to Webb City.....	6.80
Springfield & Southern, from Springfield to Ozark.....	19.00
Texas & St. Louis, from Bird's Point to Pawpaw.....	35.00
Total.....	260.97

MILES IN OPERATION AT CLOSE OF YEAR.

Railroads.	Miles.
Reported at close of 1881.....	4,234.36
Deduct track taken up during 1882.....	4.00
Old lines as reported remaining.....	4,230.36
In service but not reported in 1881.....	10.25
New road completed.....	260.97
In operation at close of year 1882.....	4,501.58

GAUGE.

During the year there has been a change from the narrow to the standard gauge on one line, viz: The Missouri Pacific, between Lexington and Independence, 32 miles; and there has been 4 miles of narrow gauge track (the Iron Ridge Mining Company's road) taken up. On the other hand there has been 35 and 6-10th miles of new narrow gauge road built, on the Texas & St. Louis line between Birds Point and Pawpaw, a point on the old Little River Valley & Arkansas line, 6 miles west of New Madrid. This makes a net reduction of 4-10th miles of narrow gauge road, leaving a total of 195.75 miles, 3 feet gauge, as follows:

Railroads.	Miles.
St. Joseph & Des Moines.....	49.90
St. Joseph Lead Mines Co.....	13.00
Sedalia, Warsaw & Southern.....	42.25
Texas & St. Louis.....	74.60
West End Narrow Gauge.....	16.00
Total	195.75

All other lines are of the standard gauge, being either 4 feet 8½ inches or 4 feet 9 inches.

PROGRESS OF CONSTRUCTION.

The number of miles of road for each year since construction commenced is shown in the following table:

Year.	Miles.	Year.	Miles.	Year.	Miles.	Year.	Miles.
1851.....	*0	1859.....	724	1867.....	1,055	1875.....	3,050
1852.....	†5	1860.....	817	1868.....	1,354	1876.....	3,140
1853.....	‡37	1861.....	838	1869.....	1,712	1877.....	3,190
1854.....	37	1862.....	838	1870.....	2,000	1878.....	3,250
1855.	§140	1863.....	868	1871.....	2,580	1879.....	3,617
1856.....	144	1864.....	925	1872.....	2,673	1880.....	4,007
1857.....	318	1865.....	925	1873.....	2,858	1881.....	4,234
1858.....	547	1866.....	925	1874.....	2,880	1882.....	4,501

*Construction commenced on Mo. Pacific July 4th.

†Train run on Mo. Pacific to Cheltenham, 5 miles.

‡Train run on Mo. Pacific to Pacific, 37 miles.

§Mo. Pacific opened to Jefferson City, and Gasconade disaster Nov. 1st.

DISTRIBUTION IN COUNTIES, ETC.

The number of counties in the State (counting the city of St. Louis as one) is 115. In the year 1875, and as late as 1878, there were 31 counties entirely unprovided with railroad transportation. At the close of 1881 the number had been reduced to 21, and at the close of 1882 to 17. These 17 counties are Carter, Cedar, Dallas, Douglas, Hickory, McDonald, Maries, Oregon, Ozark, Perry, Pemiscot, Polk, Reynolds, St. Genevieve, Shannon, Stone and Taney; all situated in the southern part of the State.

Assuming the number of square miles in the State to be 65,350, and the population to be $2\frac{1}{2}$ millions, we now have one mile of railroad to every $14\frac{1}{2}$ square miles of territory and to every 500 inhabitants.

NUMBER OF ROADS, COMPANIES, ETC.

There are eighty-one main and branch line railroads in the State operated nominally by twenty-six companies. Since the lease of the Wabash lines to

St. L., I. M. & S. Co., whose stock is owned by the Mo. Pacific Co., and the sale of the H. & St. Jo. Co.'s. stock to the owners of the Chicago, Burlington & Quincy, there are six leading companies which control 94½ per cent. of all the railroad mileage in the State, and receives 98 7-8 per cent. of all the earnings on the same. These six companies are the Missouri Pacific, controlling 2,203 miles; the Chicago, Burlington and Quincy, 949 miles; the St. Louis & San Francisco, 438 miles; the Chicago & Alton, 263 miles; the Kansas City, Fort Scott & Gulf, 230 miles, and the Chicago, Rock Island & Pacific 170 miles. The Missouri Pacific alone controls 48 9-10 per cent. of all the lines, and receives 60½ per cent. of all the earnings. See the following table:

MILES AND EARNINGS IN MISSOURI.

RAILROADS.	Length in miles.	GROSS EARNINGS.	
		Totals.	Per mile.
Atchison, Topeka & Santa Fe:			
Kansas City, Topeka & Western, leased.....	0.89		
Pleasant Hill & DeSoto, leased.....	21.94	\$ 21,670	\$ 985
	22.83		
Cape Girardeau Southwestern.....	33.00	* \$ 17,100	\$ 570
Cherry Valley.....	6.00	\$ 6,187	\$1,031
Chicago & Alton:			
Kansas City, St. Louis & Chicago, leased.....	162.62		
Louisiana & Missouri River, leased.....	50.80		
Louisiana & Missouri River South Branch, leased...	50.00		
(23 8-10 per cent of \$8,215,495- :-263.42 miles)	263.42	\$1,955,288	\$7,422
Chicago, Burlington & Kansas City.....	74.90	\$98,060	\$1,313
Chicago, Burlington & Quincy:			
Leon, Mt. Ayr & S. W. to Grant City, leased.....	6.44		
Leon, Mt. Ayr & S. W. to Albany, leased.....	43.16		
Brownsville & Nodaway Valley to Burlington Junc- tion, leased.....	49.60	\$69,196	\$1,395
	9.76	9,018	926
	59.36	\$78,214	\$1,317

* Estimated.

MILES AND EARNINGS IN MISSOURI—Continued.

RAILROADS.	Length in miles.	GROSS EARNINGS.	
		Totals.	Per mile.
Chicago, Rock Island & Pacific:			
Main line.....	141.00		
Atchison Branch.....	29.08		
(Add-Cameron & K. C. line, 53 miles)	170.08	\$1,213,930	\$5,254
Crystal Railway.....	3.50	\$12,114	\$3,461
Eureka Springs Railway.....	8.40		
Forest Park & Central.....	3.00		
Hannibal & St. Joseph:			
Main line.....	206.41		
Quincy Branch.....	12.77		
Cameron & K. C. Branch	53.18		
Winthrop Branch	19.47		
	291.83	\$2,419,601	\$8,161
Hannibal Bridge Railway.....	0.93		
Kansas City, Fort Scott & Gulf:			
Main line, (112 miles in Kansas)	2.22		
Fort Scott, Southeastern & Memphis, leased.....	86.66		
Kansas City, Springfield & M., leased.....	97.00		
Union Transit Co.'s Railroad Branch	185.88		
	1.28		
Rich Hill Railroad, leased.....	23.08		
Kansas & Missouri, leased.....	6.64		
Short Creek & Joplin, leased.....	12.95		
(33 9-10 per cent. of \$1,753,944--131.72 miles)	229.83	\$594,587	\$4,514
Kansas City, St. Jo. & Council Bluff:			
Main line.....	144.41		
Hopkin's Branch.....	50.24		
East Atchison Branch.....	1.17		
Nodaway Valley, leased.....	31.53		

MILES AND EARNINGS IN MISSOURI—Continued.

RAILROADS.	Length in miles.	GROSS EARNINGS.	
		Totals.	Per mile.
Tarkio Valley, leased.....	25.42		
St. Jo. & Nebraska to Rulo, leased.....	9.00		
(\$6,330x254.27 miles).....	261.77	\$1,609,529	\$6,330
Missouri Pacific:			
Main line (Add Atchison to St. Joseph, 21 miles).....	283.12		
Poplar Street Track Branch	1.00		
Carondelet Branch.....	13.00		
Glencoe Branch.....	4.00		
Lexington Branch.....	90.00		
Warrensburg Quarry Branch.....	3.00		
Pleasant Hill to Joplin Branch.....	133.00		
Total lines owned.....	527.12		
Creve Cœur, leased.....	12.00		
Jefferson City & S. W., leased.....	40.00		
Booneville, St. L. & Southern Branch, leased.....	44.00		
Osage Div. (Holden Br.) leased.....	36.25		
(89,556.90x677 miles).....	659.37	\$6,470,021	\$9,557
Missouri, Kansas & Texas, leased.....	247.80	1,253,640	5,055
Sedalia, Warsaw & S., leased.....	42.25	31,943	761
Total Mo. Pacific system (\$7,755,604x967 miles).....	949.42	\$7,755,604	8,020
Riverside Iron Works Co.'s Road.....	7.00		
St. Jo. & Desloges Mining Co.'s.....	13.00		
St. Joseph & Des Moines.....	49.90	\$78,687	\$1,574
St. Louis Bridge Co.....	0.24		
St. Louis Bridge and Tunnel.....		**\$837,061	
St. Louis, Hannibal & Keokuk....	81.75	\$81,677	\$968

*Three-fifths of \$1,378,436.

MILES AND EARNINGS IN MISSOURI—Continued.

RAILROADS.	Length in miles.	GROSS EARNINGS.	
		Totals.	Per mile.
St. Louis, Iron Mountain & Southern:			
Main line.....	186.00		
Extension to Fourth street, St. Louis.....	0.35		
Potosi Branch.....	4.00		
Belmont Branch.....	120.00		
C. A. & T. Branch.....	71.00		
Doniphan Branch, leased.....	7.35		
(\$9,683.54x389 miles).....	388.70	\$3,766,907	\$9,683
St. Louis, Keokuk & Northern.....	129.42	\$274,330	\$2,261
St. Louis Salem & Little Rock:			
Main line.....	41.00		
Sligo Furnace Branch.....	5.19		
Dent & Phelps Branch.....	3.87		
Plank Ore Bank Branch.....	3.98		
	54.04	\$159,148	\$2,947
St. Louis & San Francisco:			
Main line.....	292.62		\$8,089
Pacific to St. Louis Extension.....	8.24		
Arkansas & Texas Branch.....	32.40		2,619
Granby Branch.....	1.50		
Joplin Railroad Branch.....	29.53		1,909
Springfield & Southern, leased.....	19.00		
Missouri & Western, leased.....	44.00		5,624
Oronogo Branch of same, leased	10.13		
\$5,279x429.18 miles==2,265,641.....	473.42	\$2,265,641	\$5,279
Terminal Railroad of St. Louis.....	1.60		

MILES AND EARNINGS IN MISSOURI—Continued.

RAILROADS.	Length in miles.	GROSS EARNINGS.	
		Totals.	Per mile.
Texas & St. Louis:			
Main line.....	69.00		
New Madrid to Pawpaw.....	5.60		
	74.60	*\$66,600	\$900
Tunnel Railroad of St. Louis.....	0.91		
Union Pacific Railway (Kansas Division).....	0.70		
Union Railway & Transit Co. (St. Louis).....	3.93		
Wabash, St. Louis & Pacific:			
Main line.....	276.50		
St. Louis & Ferguson Branch.....	10.40		
Northern Branch.....	87.60		
Glasgow Branch.....	15.90		
Omaha Branch.....	157.80		
Clarinda Branch.....	10.10		
Hannibal Yard Branch.....	1.00		
Boone County & Booneville, leased.....	21.80		
St. Joseph & St. Louis, leased.....	77.10		
Quincy, Mo. & Pacific, leased.....	135.90		
Missouri, Iowa & Nebraska, leased.....	70.00		
(84,954x864 miles).....	864.10	\$4,280,256	\$4,954
West End Narrow Gauge.....	16.00	\$24,468	\$1,529
Totals of all lines in Missouri.....	4,501.58	\$27,616,659	\$6,305

*Estimated.

RECAPITULATION.

RAILROADS.	Length in miles.	GROSS EARNINGS.	
		Totals.	Per mile.
Missouri Pacific Interest Controls:			
Missouri Pacific system.....	949.42	\$7,755,604	\$8,020
St. Louis, I. M. & S. system.....	388.70	3,766,907	9,683
Wabash, St. L. & P. system.....	864.10	4,280,256	4,954
St. Louis Bridge and Tunnel.....	1.15	837,061	
	2,203.37	\$16,639,828	\$7,553
Chicago, Burlington & Quincy Interest Controls:			
C. B. & Kansas City.....	74.90	\$98,060	\$1,313
C. B. & Quincy.....	59.36	78,214	1,317
Hannibal & St. Joseph.....	291.83	2,419,601	8,161
Kansas City, St. Joseph & Council Bluffs.....	261.77	1,609,529	6,330
St. Joseph & Des Moines.....	49.90	78,687	1,574
St. Louis, Hannibal & Keokuk.....	81.75	81,677	968
St. Louis, Keokuk & N. W.....	129.42	274,330	2,261
	948.93	\$4,640,098	\$4,889
St. Louis & San Francisco interest.....	437.42	\$2,265,641	\$5,279
Chicago & Alton interest.....	263.42	\$1,955,288	\$7,422
Kansas City, Fort Scott & Gulf interest.....	229.83	\$594,587	\$4,514
Chicago, Rock Island & Pacific interest.....	170.08	\$1,213,930	\$5,254
Totals of 6 interests.....	4,253.05	\$27,309,372	\$6,394
Totals of all other lines.....	248.53	\$307,287	\$1,239
Totals of all lines in Missouri.....	4,501.58	\$27,616,659	\$6,305

EARNINGS AND EXPENSES.

The total gross earnings inside the State, so far as the same can be separately ascertained, amount, as already shown, to \$27,616,659, equal to \$6,305 per mile of road operated during the year. The total expenses amount to \$17,875,000, equal to \$4,082 per mile of road. The total net earnings amount to \$9,741,659, equal to \$2,198 per mile of road, and to 35 per cent. of gross earnings.

The following table shows the total gross earnings on all the roads, and the average earnings per mile of road for each year since 1875:

YEAR.	Gross earnings.	Earnings per mile.
1875	\$ 15,826,450	\$ 5,189
1876	15,271,235	4,865
1877	14,932,390	4,681
1878	15,525,500	4,844
1879	19,374,126	5,357
1880	22,411,644	5,593
1881	26,839,328	6,339
1882	27,616,659	6,305

From this table it appears that there was a slight falling off in average receipts per mile of road for the year 1882. This is probably due in part to the large number of miles of new road put in operation during 1881 and 1882, on sparsely settled routes. Our average receipts are still equal to those of all roads in the United States, and much higher than the averages in the adjoining States of Illinois and Iowa.

The receipts and expenditures in gross, per mile of road, and per train mile of each company, are set forth in "Abstracts of Returns from Railroad Companies," shown in "Appendix B."

LIABILITIES.

The total amount of stock chargeable to the number of miles in Missouri is \$112,500,000, equal to \$25,000 per mile of road, and the total amount of bonded debt is \$110,250,000, equal to \$24,500 per mile of road, making the total stock and bond liabilities \$222,750,000, equal to \$49,500 per mile of road.

The amounts of these on each road are set forth in "Appendix C," and when compared with net earnings found in same appendix, the ability of each to pay interests and dividends is ascertained. The extent of each ones ability in this respect, measures its value, as we have more fully set forth in former reports.

CLASSIFICATION OF ROADS—PASSENGER RATES.

No change has been made in the classification of the railroads since our last report, the list of class A roads remaining as follows:

Chicago & Alton.....	From Louisiana to Kansas City.
Chicago, Rock Island & Pacific.....	Lineville to E. Leavenworth.
Hannibal & St. Joseph.....	Hannibal to St. Joseph.
Hannibal & St. Joseph.....	Cameron to Kansas City.
Kansas City, St. Joe & Council Bluff....	K. C. to State line, near Hamburg.
Missouri, Kansas & Texas.....	Hannibal to State line .
Missouri Pacific.....	St. Louis to Kansas City.
St. Louis, I. M. & Southern.....	St. Louis to Moark.
Wabash, St. Louis & Pacific.....	St. Louis to Kansas City.
Wabash, St. Louis & Pacific.....	Brunswick to Blanchard.

NOTE—St. Louis & San Francisco R'y Co. reduced passenger rates on main line to 3 cents per mile June 1, 1883.

The legal passenger rates on these lines are 3 cents a mile, and on all other lines 4 cents. See sections 831 and 832 R. S.

The Hannibal & St. Joseph and the Chicago, Rock Island & Pacific Companies, however, claim that on account of provisions in their charters, they are not subject to the laws of the State regulating rates, as was more fully explained in our last report. But, we presume that the late decision of the U. S. Supreme Court, affirming the decree of the Supreme Court of Illinois in the case of the State against Ruggles, settles the question of charter rights, so far as the matter of rates is concerned.

CLASSIFICATION OF FREIGHTS—FREIGHT RATES.

Neither has any change been made in respect to these matters since our last report, and they remain as shown in "Appendix D." In regard to the difficulty under existing laws of making a perfect classification of freights or an equitable adjustment of freight rates, we have nothing to add to what has been previously said on the subject. Every General Assembly, elected since the enactment of the present law in March, 1875, has declined to amend the statutes in this respect, and we assume that to be an expression of the will of the people ascertained in the only legal manner practicable.

COMPLAINTS, ETC., CONCERNING RATES.

January 3d, 1882, we received a letter from a dealer in coal at Kansas City in regard to his then pending complaint against the K. C., F. S. & Gulf Co., of discrimination against him in rates on coal hauled from Rich Hill to Kansas City, and of the failure to furnish him a sufficient number of cars. In this letter complainant states that the results consequent upon our letter of December 21, 1881, to the General Manager, have not been entirely satisfactory. January 5th, we wrote again to the General Manager. January 11th we received another letter from complainant stating that the cost of raising and loading coal at Rich Hill is $4\frac{1}{2}$ cents a bushel; that a few privileged dealers are charged from 4 to 6 cents a bushel transportation to Kansas City, while the open rate, and the only rate which he can get, is 8 cents. It follows that the few privileged (or as he styles them the ring), dealers, get their coal delivered at Kansas City at a cost of from $8\frac{1}{2}$ to $10\frac{1}{2}$ cents, while it costs him $12\frac{1}{2}$ cents. He states that they sell at 11 cents, and he is forced out of the trade. January 14th, we write him explaining fully the laws applicable to the case, the lack of power in the Commissioners to enforce the same, and the consequent necessity for him to do so in his own behalf.

January 9th we receive a letter from a dealer in coal at Kansas City, who obtains his supplies from a point on the Kansas City and Eastern Branch of the Missouri Pacific, two miles west of Lexington, complaining that the Railroad Company had raised the rate from 3 cents to $5\frac{5}{8}$ cents a bushel. January 14th we write him that the maximum legal rate for the distance hauled in this case is 4 1-5 cents a bushel. On the same day we write to the General Manager of the road, from whom we receive a reply on the 31st. February 2d we write to complainant, and on the 6th receive his reply stating that the matter is satisfactorily adjusted, and thanking the Commissioners for their good offices in the matter.

January 30th we receive a letter from the Prosecuting Attorney of Franklin county, making inquiries in regard to the action of the Commissioners in regard to rates, to which we replied in full on same day, stating what had been done, and referring him to our report for 1878, and to the Revised Statutes, sections 831 to 847, inclusive. May 5th we received another letter from him asking for copies of schedules of freight rates on the St. Louis & San Francisco Railway for the years 1879-80-81-82, which are mailed to him on the 9th. On the 12th we receive another letter from him, in which he states that freight shipped from a point on the St. Louis, Salem & Little Rock Road to St. Louis, is charged three local rates—one on the Salem road, another on the San Francisco, and a third on the Mis-

souri Pacific, all which amount to much more than the one through legal rate; that this practice is working a great hardship on shippers generally, and is doing especial injury to the trade in iron ores. To this we replied in full, on the same day, showing that this practice is illegal, and has been so declared by the Supreme Court of the United States, as pointed out in the letter of the Attorney-General to us, quoted in our report for 1878.

February 9th we received a letter from Jas. A. Spurlock, attorney-at-law at Versailles, stating that he wished to take the depositions of two of the Commissioners to prove the value of carrying a car-load of ties from Versailles to Kansas City. In pursuance of this request, Commissioners Hardinge and Pratt appear before Arthur Hough, notary public, on the 2d of May, and are examined upon that point.

March 6th we receive a letter from a merchant at Sturgeon, complaining of overcharges on crossties shipped from that point to Kansas City, and inclosing expense bills of 286 cars, which bills he requests us to compare with legal rates, etc. To this we replied on the 7th, making a tabulated statement, showing the actual and the legal charge on each bill, summing up the differences, and stating that the total reclamation to which he was entitled amounted to \$1,620.75. We heard nothing more from this complainant; but from a letter received by us on the first of June, from the General Freight Agent of the Wabash, St. Louis & Pacific Railway, in regard to a similar complaint from Cairo, shown below (May 11th), we learn that this claim had been presented to him and refused, his refusal being based upon the opinion of Wells H. Blodgett, General Solicitor of that company, quoted by him and containing the following declaration: "We deny the power of the Board of Commissioners to classify freights or fix rates on the line of the old North Missouri railroad."

March 11th we receive a letter from a firm at Hannibal, asking whether all railroads in the State are subject to the law controlling rates, to which we reply on the same day: "That all railroad companies doing business in the State are embraced in the operation of the law governing rates," and we point out the provisions of that law.

April 10th we receive a letter from a shipper at Montgomery City, stating that the Wabash, St. L. and P. Co. refused to allow him to ship two kinds of stock in same car, viz: One horned animal owned by himself, and six horses owned by another party, whereby he was compelled to ship his animal separately at greatly increased cost; to which we replied at length on same day, referring him especially to the provisions of an act entitled "An act relating to the shipment of live stock, grain and other articles of trade," approved March 12, 1881, which act authorizes such shipments and designates how damages for non-compliance with the law shall be assessed and collected.

May 20th we receive another letter from him, stating that the company refused to refund the overcharge in the case above referred to, and that while he had been charged [\$16.50 on the horned animal shipped from Montgomery City to St. Louis, another party had been charged only \$13.50 on one horse weighing 3,000 pounds, shipped from same point to same point. To this letter we replied in full on the 22d of May, of which reply the following is the closing paragraph: "The laws of this State should be so amended as to give the Railroad Commissioners a much wider discretion and jurisdiction. They should be required to examine into all violations of the laws of the State by railroad companies, and upon their recommendation, the Attorney-General should be required to institute proceedings against any company for the benefit of the party aggrieved and at the expense of the State." On the same day we wrote to the General Freight Agent of the Wabash, St. L. and P. Co., and his answer received by us May 30th, avers that the car was ordered by the owner of the horses, who also proposed to take in a horned animal, but when the horses were loaded the horned animal was not at the station and did not arrive there until after the car had been moved away. As to the high rate on the horned animal shipped separately, he says nothing. On the day of the receipt of this letter we wrote to complainant, quoting the language thereof, and asking whether said animal was of extra value, etc.

June 8th we received a letter from him, stating that the reason his bull was not at the pens when the horses were shipped was because the agent at Montgomery City had told him "that under no conditions, whatever, would he permit the bull to be loaded with the horses."

June 19th we received another letter from him, stating that he had commenced suit against the railroad company for overcharges on the bull, and asking for certified copy of rates on single animal. Answered same day and copies mailed as requested.

This complainant, in his letter received by us May 20th, also charges that the Missouri Pacific Co. discriminates in favor of the Hermann Ferry Co., in that it charges said company only \$20 a car on live stock shipped to St. Louis and "invariably" charges other parties \$23 for same service; likewise, that said Missouri Pacific Co. charges \$5 a car extra on live stock billed to the National Stock Yards in East St. Louis, alleging said \$5 a car extra to be the toll paid to the St. Louis Bridge company. These charges we reserve for future consideration.

April 19th we received a letter from a firm of coal dealers at Hannibal, in reference to the rates on coal over the Hannibal & St. Joseph railroad, and stating that "They publish a rate of 4½ cents per 100 pounds from here to

Palmyra, a distance of fourteen miles. We made some contracts with parties up there and commenced shipping coal, when the H. & St. Jo. folks notified us that they had advanced the rate to $6\frac{1}{2}$ cents per 100 pounds and that they did not want us to ship any coal, as our coal was not mined on their road." To this we replied on the same day: "In this case the rate is specifically fixed by the statute. See section 833, R. S., which says: 'Class J shall include coal,' etc., and section 834, which says that the rates shall be, in 'class J, not exceeding eight dollars per car-load for the first twenty-five miles.' A necessary rule of the Commissioners, which went into effect July 10, 1878, makes a car-load to be 20,000 pounds; \$8 a car-load of 20,000 pounds would be 4 cents per 100 pounds, and $6\frac{1}{2}$ cents per 100 pounds, which would be \$13 a car, is an illegal charge." We heard nothing more from this party.

April 24th we receive a letter from Clinton, Henry county, asking what are the legal rates on grain and live stock from that point to St. Louis and to Hannibal. Answered on the same day, as follows: "The distance from Clinton to St. Louis is 229 miles, and the legal rate on live stock is \$42 per car, and on grain 23 cents per 100 pounds, which is equal to \$46 per car-load of 20,000 pounds. The distance from Clinton to Hannibal is 182 miles. The legal rates for that distance are \$34 per car on live stock and 21 cents per 100 pounds, equal to \$42 per car, on grain."

May 4th we receive a letter from St. James, to which we reply on the same day as follows: "You ask, first whether you can recover from the St. Louis & San Francisco Company by civil action for amounts charged "over and above the rates fixed by law;" and second, "what are the lawful rates on 1st, 2nd, 3rd and 4th class freights, etc.?" The answer to your first question is, Yes, and to the second, There are none. Limitation of freight rates is found in section 834, Revised Statutes, 1879; by reading which you will observe that it applies only to the 7 special classes, D, E, F, G, H, I, J, and not at all to the 4 general classes, 1, 2, 3, 4. If you have been overcharged on any article found in either of the special classes, look for your remedy in section 835, and see enclosed tabulation of rates on those classes. But if, as your letter indicates, the overcharges are only on articles contained in the general classes, then look for your remedy in sections 820, 821, 822, or seek it at common law, as for exorbitant, unjust, or unreasonable charges by a common carrier. See also section 598. Very probably there are judicial decisions bearing on your case, which any lawyer can explain to you. Any further information or assistance within our power will be cheerfully rendered.

May 11th we receive a letter from a merchant at Cairo in Randolph county, and on the line of the Wabash, St. Louis & Pacific Railway, stating that he had been charged \$27 per car load of 24,000 lbs on cross-ties shipped from Cairo to Kansas City, 135 miles, and asking us for classification and rates, etc. To this we reply on same day as follows: "The legal rate on cross-ties for all distances between 125 and 138 miles is \$17 a car load of 20,000 lbs, which would be on 24,000 lbs, (1 1-5 car loads) \$20.40. See our report for 1880, (a copy which is herewith mailed to you) pages 48 and 96." May 17th we receive another letter from him, in which he says: "I enclose you a letter from Mr. A. C. Bird," (General Freight Agent), "in reference to the rate on ties from this place to Kansas City. I have been shipping ties for sometime and have been charged an arbitrary rate of \$27 for 24,000 lbs. How shall I proceed to get my money back from the company; also, how shall I prevent the company from charging me more than the legal rate? I would be pleased to have you call Mr. Bird's attention to his error in the tariff. Please return letter of Mr. Bird and oblige." To this letter we reply on same day as follows: "The error in Mr. Bird's letter of the 11th is that he takes the rate as limited in section 4 of the act of 1875, instead of the rate as limited by the Commissioners under section 12 of that act. See pages 95 and 96 of our report for 1880. I will call his attention to the matter. Your remedy is found in section 5 of same act, re-enacted in section 835 of Revised Statutes of 1879. * * * * * Make out your bill against the company for the overcharges already paid, and send it in to Mr. Bird for payment." May 23rd, we write to Mr. Bird calling his attention to this matter. Mr. Bird's reply was received June 1st. In that reply he states that he had been in correspondence with the complainant at Sturgeon, mentioned above, (March 6th,) whose case is similar to this, that he had consulted Mr. Wells H. Blodgett, General Solicitor of their company on that case, and quotes from Mr. Blodgett's reply to him in regard to it, as follows: "This claim presents a question which has often been discussed by attorneys, but never adjudicated by the courts. We deny the power of the Board of Commissioners to classify freights or fix rates on the line of the old North Missouri railroad; and as the question is important and must be decided, I suppose it may as well be done in this case as any other." Mr. Bird adds: "After consulting with Mr. Blodgett I have to advise you that, it is considered proper to adhere to the plan outlined in this (Mr. Blodgett's) letter in all similar claims."

May 30th we received a letter from a firm at Salisbury, asking the rate per 100 pounds on heavy iron safes shipped from St. Louis to that place; also for copy of classification. To this we replied on same day as follows:

"Under our law, freights are divided into 11 classes, the 1st, 2d, 3d, and 4th called the four general classes, and classes D, E, F, G, H, I and J, called the seven special classes. Rates are limited by law on the seven special classes, but not on the four general classes. Iron safes are in the 1st class, rates not limited by law. But the company's uniform rate on that class of goods, as shown by their schedules furnished this office, has been 61 cents per 100 pounds from St. Louis to Salisbury. You will find tables of classification and rates in our report for 1880 herewith mailed to you. See pages 89 and 96."

June 7th Commissioner Pratt returns from Neosho, and reports to the office that Commissioner Sevier and himself spent the 5th and 6th insts. at that place endeavoring to ascertain what foundation there might be for the many verbal complaints which had come from the manufacturers at that point, in regard to railroad rates. He states that they visited the three wagon factories and the one plow factory there located, and that they find, First—That the town of Neosho is peculiarly well adapted to manufacturing purposes, in that there is here an inexhaustible supply of the purest water, and that fuel and provisions are cheap. Second—That the factories already established are producing an amount of manufactured material very far in excess of the local demand, and that constant shipments of finished products are necessary to keep them in operation. One firm now has twenty-five car-loads of wagons ready for shipment. They pack twenty wagons into a car and sell at \$55 a wagon. The plow factory turns out 10,000 plows a year. Two hundred plows are packed into a car, and are sold at \$20 a plow, and under. Wagons and plows are shipped by rail in every direction where reasonable rates can be obtained. They go to St. Louis and all parts of Missouri, to Kansas, Arkansas and to Texas. Third—That wagon and plow material in the rough, is imported from St. Louis and points beyond, and the factories therefore furnish freight for the railroad both to and from St. Louis; that they pay freight on their rough and on their manufactured material, and that their employes add to the population of the town, whereby the passenger and general traffic of the road is increased. Fourth—That 40 cents per hundred pounds (equal to \$80 a car), is charged on rough material in car-load quantities, imported from St. Louis, 313 miles. Iron and steel imported from Pittsburg, pay 25 cents per 100 pounds from Pittsburg to St. Louis, 620 miles, and 55 cents from St. Louis to Neosho, 313 miles. One recent importation of a car-load paid \$42 from Pittsburg to St. Louis, and \$101 from St. Louis to Neosho, making a total of \$143. That rates on manufactured goods from Neosho to Texas are unreasonably high, and shipments are vexatious, owing to the necessity of trans-shipment at Vinita.

Fifty-five cents a hundred, equal to \$110 a car, is charged on plows shipped to Fayetteville, Arkansas, 98 miles. Eighty-nine cents was charged on same commodity to Lamar, 72 miles by rail, when it cost only 40 cents to carry the same to the same point by dirt road, 50 miles.

After various delays occasioned by the illness of the General Freight Agent of the St. Louis and San Francisco Co., the Commissioners all finally had an interview with Mr. Russell, Acting-General Freight Agent, July 7th, at his office in St. Louis, and at the conclusion of a full discussion of the matters above described, and other interests in Southwest Missouri, Mr. Russell proposed to give all the manufacturers of Neosho an open rate of 30 cents per 100 pounds between St. Louis and Neosho, on car-load lots of wagon and plow material in the rough, both wood and iron, and shipped either separately, or in mixed lots of wood and iron material; a car-load to be 20,000 pounds, and the excess to be charged at the same rate. He also suggested, in regard to rates on manufactured goods shipped from Neosho to other points, that the parties write to him what they want, and he will endeavor to make the rates satisfactory to them. July 10th the results of this conference are transmitted by letter to the several manufacturing firms at Neosho.

In regard to the matter of breaking bulk at Vinita and Oswego, and the high rates from Neosho, Springfield and Carthage, into Texas, which prevents the shipment of wagons, plows, flour and other manufactured products of Southwest Missouri into Texas, the Commissioners determined on the 7th to have an interview at once with the officials of the Missouri Pacific Railway Co.; but having ascertained that Messrs. Hayes and Talmage were both absent from the city, they arranged for an interview at some future day.

July 17th the Commissioners all met Messrs. Hayes and Talmage at the office of the former in St. Louis, and after a full consultation, it was finally affirmed by Mr. Hayes, that every facility should be afforded the manufacturers of Southwest Missouri for shipment of car-load lots into Texas without reloading at Vinita or Oswego, and that the rates from these points should not exceed the rates on similar articles, as established at all their junction points, such as Kansas City, Fort Scott, etc.

The Commissioners deputed Commissioner Sevier to see Capt. Rogers of the San Francisco road and arrange with him in regard to a through rate from Neosho and other points in Southwest Missouri, on his lines into Texas, and the furnishing of cars for this through traffic.

Commissioner Sevier reports, July 31, that in the absence of Captain Rogers he had met the General Freight Agent of the San Francisco road, and that they would do all in their power to facilitate the through transportation into Texas, as urged upon them by us.

July 20th we received a letter from the proprietors of a flouring mill at Moberly stating that the Burlington & Southwestern Railway Co. (now the Chicago, Burlington & Kansas City) will not give them rates on flour from Milan to Unionville, $21\frac{1}{4}$ miles, at less than 13 cents per 100 pounds in car load lots. This is exactly double the legal rate, and we wrote accordingly on the same day to the complainant and to J. W. Smith, General Superintendent of the road, but heard nothing more in regard to the matter from either party.

August 7th we receive a letter from a firm of coal dealers at Rich Hill, asking for blank form for complaints. Answered same day, that we have no blanks or specific formula for complaints, but that we desire the complainant to set forth in full the matters complained of, in writing.

August 12th we receive formal complaint from same party, stating that they were charged by the K. C., Ft. S. & G. Railroad Co. \$29.45 a car on coal, hauled from Carbon Centre in Missouri to Spring Hill in Kansas, a distance of about 75 miles. This is more than double the legal rate in this State for that distance. Answered on the same day, explaining our law and pointing out the difficulties in the way of applying it to this case, on account of it being inter-state traffic.

August 21st we receive a letter from Vandalia, enquiring whether railroad companies were required by law to furnish double-decked cars for transportation of sheep, etc. To this we replied on same day, that an act entitled "An act to require railroad companies to furnish double-decked cars for the shipment of sheep, and providing a penalty for failing so to do," approved March 18th 1881, does require railroad companies to furnish a sufficient number of double-decked cars for the shipment of sheep to supply the demand for such cars on their respective lines, and to allow shippers to load both decks with sheep to the extent of 20,000 pounds to a car, which cars so loaded shall be transported as one car load of stock, and the charge on same shall not be more than the legal rate on a car load of live stock. Should any company fail or refuse to furnish such cars, it cannot lawfully charge on sheep more than one-half the legal rate on live stock. This one-half rate is the only penalty provided for the enforcement of this act.

September 11th we receive a letter from a shipper at Hardin, enquiring what are the legal rates on cord-wood from that point to Kansas City. Answered same day and schedule of rates enclosed.

September 27th we receive a letter from Vienna, Maries county, enquir-

ing what are the legal rates on machinery hauled from St. Louis to Dixon on the San Francisco R'y. Answered Oct. 3d.

Another letter from same party is received Oct. 5th, which is also answered same day in full.

November 18th we receive a letter from Wentzville, enquiring what are the legal rates on flour; to which we reply, on same day, as follows: By provisions of section 4 of the act of 1875, re-enacted in section 834, Revised Statutes of 1879, the rates on flour in car load lots are as shown in the enclosed table, viz: For 25 miles or under, 12 cents per barrel; for 50 miles, 20 cents; 63 miles, 22 cents; for 75 miles, 24 cents, etc., etc.

November 28th we receive a letter from a shipper at Newport, stating that the agent of the Missouri Pacific Railway at that point refused to furnish him with cars to transport his wheat to St. Louis, unless he would agree to have the wheat delivered at certain specified elevators. He states that his wheat is in sacks; that he does not wish to send it to any elevator, and he wants to know what his rights are. To this we reply on the same day. "In reply thereto I have to say that sections 815 and 816 of the Revised Statutes of 1879, cover your case completely. See enclosed sheet containing said sections. The prosecuting attorney or any good lawyer of your county can bring the matter to an issue at once. Please advise us of the result."

During the previous year (1881) a case came before us, which we have not heretofore reported, but are induced to do so now, on account of the increasing importance of the principle involved.

This matter is summarized in our letter of September 17th, to the Attorney-General, as follows: We have recently received a letter from a firm of flour manufacturers at Moberly, Randolph county, in which they say: "As the Missouri Pacific Railroad Company are now charging \$5 a car extra on wheat, as bridge toll over the Missouri river at Boonville, in addition to regular tariff, we would be pleased to have your opinion as to the legality of the charge under our tariff law, and if not in conformity with law, what course shall we pursue to avoid payment?"

In letter from General Manager Talmage, of Mo. Pacific Railway, dated August 29, he says: "In regard to matter of Boonville bridge, it is perfectly right and proper that extra allowance should be made for crossing that bridge. In keeping the accounts of the Missouri, Kansas & Texas Railway, that has always stood as a separate organization. It was built by a different company, distinct from the road, and at large cost."

In letter from Thomas J. Portis, General Attorney for the Missouri Pacific Railway Co., dated September 3d, he says: "The Boonville Bridge Co. is a separate corporation, and my information is that the M. K. & T. Ry. Co. owns very nearly all the stock. I do not know anything about the bonds. The reason I cannot answer your questions, is because the Union Trust Co. have so far, refused to turn that bridge over to the company (meaning the Bridge Company,) claiming that they have the right to hold it as trustees in the mortgages, and apply the rental to the payment of the interest thereon, if necessary. Our people have a suit now pending in New York to determine the question whether or not it shall be turned over to the company," The State Board of Equalization assesses this bridge as an organization separate and distinct from the Mo., Kansas & Texas R'y. We would be pleased if you would give us your opinion as to whether, under the provisions of the Statutes, the Missouri Pacific Railway Co. is entitled to charge, as bridge toll, any sum in addition to the rates fixed by law, for the transportation of persons or commodities over the bridge at Boonville on the line of the Missouri, Kansas & Texas Railway, now operated by the Missouri Pacific Co. as the Kansas & Texas division of their road.

In his reply, dated September 30th, Attorney-General McIntyre states in effect that if the bridge in question were owned by the Missouri Pacific Railway Co., or held by them under a lease for a term of years, at a stipulated rent per annum, an extra charge of the kind described would be illegal. But, according to the best information before him, the bridge is owned by a bridge company organized as such, separate and distinct from any railroad company. This Bridge Company collects a certain sum as toll on every loaded freight car that passes over the bridge. The Missouri Pacific Co. pays this toll, and may collect the same amount from their customers in addition to the legal rate on the railroad, provided said toll is a reasonable one.

In transmitting a copy of this opinion of the Attorney-General to complainants at Moberly, we say to them: The Boonville bridge was built by the Boonville Bridge Co., a corporation separate and distinct from the M., K. & T. Railway Co. The bridge company issued \$1,000,000 stock and \$1,000,000 mortgage bonds, making the Union Trust Company of New York trustee under the mortgage. In 1880 the M., K. & T. Railway Co. bought all the stock of the bridge company and thus became owners of the bridge. The Union Trust Co., however, holds possession of the bridge, claiming that, as trustee under the mortgage, they have a right to collect the tolls and apply the same to the payment of the interest on the mortgage bonds. A suit for possession is now pending in the courts of New York.

In acknowledging receipt of this communication, the complainants tender us their sincere thanks for our efforts in their behalf, etc.

We are informed that the Missouri Pacific company continues to charge \$5 a car on freight and 25 cents a passenger as toll for crossing the Boonville bridge.

THE BEVIER STRIKE.

On the 13th of October the following letter was received at our office:

BEVIER, Mo., October 12, 1882.

GEORGE G. PRATT, Esq., *Railroad Commissioner*:

SIR—I have been instructed by the workingmen of Bevier to state how matters are in this place at present.

There are in this place eight coal pits, belonging to different operators, employing about 400 miners. We all came out September 1, 1882, asking an advance of one cent per bushel for mining coal until April 1, 1883, that advance making the usual winter price. Therefore we are on strike ever since until this week, when Atwell & Co., operators of Pit No. 2, acceded to our demand, and all the men that could be put into that pit were employed, but found out the following day that the railroad company would not give cars to ship the coal to market. The strike, so far, has been carried on peaceably, and not an angry word spoken; but the people are in such extreme poverty after being so long idle and earning so little all summer, that I don't know what will be the result. Therefore we hope you will please to intercede on our behalf with the railroad company.

Very respectfully, your obedient servant,

In behalf of the miners.

B. W. THOMAS, Secretary.

To this letter Commissioner Pratt replied on the day of its receipt as follows:

MR. B. W. THOMAS, *Secretary, Bevier, Mo.:*

DEAR SIR—Yours of the 12th, asking me to intercede with the railroad company, with the view of opening the way for you all to get to work again, is received. Will see what I can do. It is a sad thing for all those men to be out of work at this season, just as winter is coming on. You have lost six weeks work already. It seems to me very improbable that the railroad company would refuse to haul the cars, as that is the only way they make any money. Will enquire.

Respectfully yours,

GEO. C. PRATT.

On the same day the following letter was written to the General Manager of the Railroad Company:

JNO. B. CARSON, Esq., *General Manager Hannibal & St. Jo. Railroad, Hannibal, Mo.:*

DEAR SIR—Please find enclosed copy of letter from B. W. Thomas in behalf of the coal miners of Bevier. I infer from the tone of the letter that the case has become distressing, and some one has (unjustly, perhaps) cast a part of the blame on

your company. But whether you have refused cars or not, it is a matter of interest to you, as it directly affects your business, and I therefore refer it to you.

Very respectfully, yours,

GEO. C. PRATT.

October 18th the following response was received from Mr. Carson:

HANNIBAL, Mo., October 16, 1882.

GEO. C. PRATT, ESQ., Jefferson City:

MY DEAR SIR—Please accept my thanks for your letter of the 13th, with enclosure. Anticipating this action on the part of the miners, I arranged a conference with Gen. Harding, of your Board, in Kansas City, on Friday evening last (the 13th), and fully explained to him the situation and our position, which I have no doubt he will communicate to you, and which will clearly prove to you that we are perfectly justifiable in our course.

Very respectfully,

JOHN B. CARSON, General Manager.

On the same day (October 18th) the following letter is written to Mr. Thomas:

MR. B. W. THOMAS, Secretary, Bevier, Mo.:

DEAR SIR—In continuation of our reply to yours of the 12th, I have to say that information is before us to the effect that the miners had agreed to go to work at 4 cents for the year, when Atwell offered 4½ cents; and that it is not Atwell's interest to work his Bevier shaft at all, because he is working his Richmond mines at 3½ cents, and they are nearer his St. Joseph market than the Bevier mines are. If this be so, it will be difficult to induce Atwell to take any part in measures to coerce the company to furnish cars, and it is quite as difficult to proceed without him, as he is the first and chief party interested. The conflict of interests in this case seems to be between Atwell and the railroad company, his interest being to *obstruct* the raising of coal at Bevier, and their interest to *promote* and *encourage* it. The business of the company is transportation, and they want all the hauling they can get. Between the miners and the railroad company there is no conflict of interests; the former wants the work of digging the coal, and the latter that of hauling it. These two parties, therefore, should not quarrel; their interests are identical. I am clearly of the opinion, therefore, that the best thing the miners can do is to go to work at 4 cents. No one ever gets exactly what he desires to have, and generally he would be no better off in the long run if he did. It is the part of wisdom to take the best we can get under surrounding circumstances.

Respectfully yours,

GEO. C. PRATT, Railroad Commissioner.

On the same day we write to Mr. Carson as follows:

JOHN B. CARSON, ESQ., General Manager Hannibal & St. Jo. Railroad, Hannibal, Missouri:

DEAR SIR—Your favor of the 16th received. After consultation with Commis-

sioner Harding I have written to Mr. Thomas at Bevier, as per enclosed copy, which I forward to you, supposing that in adjusting that matter, it may possibly be of some service to you to know the ground we take. If any bad blood has arisen between the miners and their employers you are the very party to mediate.

Very respectfully, your obedient servant,

GEO. C. PRATT.

October 21st the following letter is received from Mr. Carson:

HANNIBAL, Mo., October 20, 1882.

DEAR SIR—I have the honor to acknowledge receipt of your favor of the 18th, covering copy of your letter to Mr. B. W. Thomas, for which and for the fair and equitable position you have assumed, please accept my very best thanks. The miners have accepted your advice and gone to work at 4 cents. Trusting we will have no further trouble,

I am, yours, very respectfully,

JOHN B. CARSON, General Manager.

HON. GEO. C. PRATT, Railroad Commissioner, Jefferson City, Mo.

GENERAL REMARKS.

It will be remembered that in our last report we analyzed the provisions of our law, in respect to the matter of rates, explained their operation, pointed out their defects, and recommended certain specified amendments intended to supply their deficiencies and increase the effectiveness of their operation, which amendments were fully endorsed by your Excellency and urged upon the attention of the General Assembly in your message to that body, with most cogent reasons in favor of their adoption. It therefore gives us much pleasure to be able to state now, that we see no valid reason for changing our opinion in regard to the desirability of these amendments. On the contrary, the discussions that have since taken place in our own and in other legislatures and in the public press, have proved not only that our theory of State supervision of railroad transportation is correct, but that the trend of public opinion all over the country is decidedly in the same direction. Several additional States have created Railroad Commissions for the very purpose of regulating rates; and States that have for many years had such commissions, but without any direct and specified authority over the subject of rates, have been moving towards the point of adding this authority to the other duties of their commissioners. The indications are very plain that in the near future, not only will there be a Railroad Commission with specific authority in regard to rates of transportation in every State of this Union, but that these commissions will also be supplemented by a National Commission so constituted as to work in harmony with them. As if to give judicial sanction to this expression of the popular will, the U. S. Supreme Court, in its decision rendered in May, 1883, in the case of Neal Ruggles, defendant in error, against the people of the State of Illinois, has entirely swept away the last barricade of the opponents to this theory. We hail this decision as the harbinger of a brighter day; a day that will witness a greater respect for and more ready compliance with the provisions of law on one side, and more confidence in the wisdom and integrity of our courts on the other; that will establish equality before the law between the natural person and the artificial persons so rapidly multiplied within the last few years and allay the antagonism between the individual citizen and the carrier corporation. In this connection we quote in full an article from the pen of Judge Cooley, taken from the Railway Review of February 10, 1883. This article is entitled to especial consideration on account of the high standing of the author as a jurist, and will be interesting to many from being in accord with the dilatory policy of our State in regard to this matter, albeit, it may not in all respects coincide with our own views.

RAILROAD COMMISSIONERS.

*The Importance of an Umpire Between Common Carriers and the Public—
The Views of Judge Cooley, of Michigan.*

The January number of *Bullion* contains the following article by Judge T. M. Cooley, of Michigan, whose services in the late commission to investigate and report upon the subject of differential rates are fresh in the memory of the public:

Few things are more evident to the casual observer than the jealousy with which the railroad interest is regarded by the general public. Some of the reasons for this are as obvious as the fact. The enormous wealth which this interest represents, the rapidity of its growth, the vast numbers and the great ability it summons to its service, and its immense possibilities for evil as well as for good, cannot fail most powerfully to affect the imagination, and to cause no little apprehension for the future, even in the most thoughtful and well-balanced minds. The fact, too, that the managers of great lines or systems of competing roads are found agreeing upon rates, and perhaps upon apportionment of business, and thus apparently putting an end to competition, has the appearance of organizing those who should be competitors into one or more great monopolies, with which the public is compelled to deal on their own terms; and these terms will *prima facie* be taken to be unreasonable and oppressive, for the reason that they are dictated exclusively by one of the parties concerned, irrespective of concurring will in the other. The railway interest being thus personified as a monopoly, all individual interests, as they come in conflict with it, seem to be placed at great disadvantage; none of them receives and disburses such vast sums of money; none of them has so many desirable places at its disposal; none of them, without loss to itself, can grant so many favors; none of them has so many means of affecting, duly or unduly, the legislation of the country. So great a power is certain to be more or less abused; and when it is wielded, as sometimes it will be, by men who are arrogant, overbearing, and reckless of the rights of others, the public are more likely to regard the abuse as naturally and inevitably pertaining to a system than as exceptional. Even the administration of justice cannot fail to be distrusted when it is observed that a large share of the best legal talent of the country is found regularly employed by an interest whose other facilities give it great advantages in litigation with private parties.

On the other hand, it is notorious that railroad managers believe, or certainly affect to believe, that both in the Legislature and in the courts the railroad interest must meet its antagonists at great disadvantage. In the Legislature demagogues find it apparently to their interest to pander to public ignorance and prejudice, and in the courts, if judges are firm and impartial, this is not to be expected of jurors. Jurors are drawn from the community at large, where distrust and prejudice are common, and enter upon the nominal investigation of railroad cases with beliefs or impressions which put an impartial administration of the law out of the question. There are undoubtedly many who believe that every verdict awarded against a railroad company is so much recovered by the community from a grasping and heartless tyrant.

It is very obvious that to have the administration of public affairs thus distrusted is a great evil, whether the distrust is well founded or baseless. The value of government is largely in the content it gives, and there cannot be content where there is want of confidence. It is also a great evil to have so vast and so valuable an interest standing in apparent antagonism to the public. The relations of the public with it are so general, so constant and so intimate, the opportunities are so frequent, that the public good imperatively demands the existence of friendly relations between them. Indeed, the railroad ought to be considered and ought to be made the convenient and accommodating servant of the public, existing to do its will; but the public will that is to be served ought to be a just and reasonable will, and should demand nothing which the owners of railroad lines had no reason to anticipate when they invested their money in this species of property, and which they cannot, therefore, be said to have bargained for. Much of the mutual distrust is without reason, and is the offspring of ignorance of railroad workings, and of the principles that govern them. Where it is so it ought, as far as possible, to be removed by placing before the public the needful information. If railroads are created to serve the public, the public ought to have the means of judging for themselves whether the service is fairly performed, and is given for a reasonable compensation, and they cannot judge of this without such full presentation of facts as the railroad managers act upon in preparing their tariffs of charges. But some of the problems involved are so intricate and complicated, and depend upon so many and various circumstances, the influence of which upon each other is not readily perceived, that it is impossible they should be fully appreciated and understood, and the reasonableness of railroad action in respect to them judged, except by those trained minds who have made them a study. But their intricate nature and the certainty that they will not be understood on casual examination, render it specially important that they should be patiently and thoughtfully considered in the interest of the public, that the public sentiment may be molded to a right conclusion in respect to them.

The facts above stated indicate what seems to me the chief need of a railroad commission. The railroad interest and the public stand in apparent antagonism, which frequently and needlessly becomes real antagonism. But they ought to be in harmony, and not at war. Their real interests are to be found in harmony and mutual prosperity. The more prosperous the railroads are, the better are they able to perform the services for which they are created. To deny them reasonable compensation, to cripple or hamper them by needless and vexatious legislation, to load them down with unreasonable burdens, will appear as impolitic from the standpoint of public interest as it would be for an employer to put his servant on short allowance,

or to compel him to carry weight at his labor. If, on the other hand, as is not uncommonly believed, the railroad managers sometimes invite unfriendly treatment by assuming despotic powers where their just position is one of agency, by disregard of law, by extortion, and by favoritism, the impolicy of conduct on their part is equally plain and equally mischievous.

The first and most important duty of a railroad commissioner will be to stand as a friendly umpire between the public on the one hand and the railroad interest serving it on the other. He should for this purpose be given power to examine into all the details of railroad work, to investigate local complaints of unfair charges or discriminations, of unreasonable management of trains or delays, of obstruction of highways, and the innumerable annoyances and dangers of which the public has, or thinks it has, occasion to complain; to examine the condition of the road, the safety of bridges and other structures; whether proper regulations of police are established and enforced as a protection against calamities; and it should be his duty to bring to the attention of the railroad managers, in an authoritative way, any neglect, omission or misconduct in which the public would be concerned. He should prepare himself to give authoritative and reliable information as a basis for public judgment on railroad affairs, and his impartial position and standing should be so unquestionable and notorious that his information will be accepted without any of the suspicion which is so likely to accompany that which is furnished by the railroad companies themselves.

It cannot admit of doubt that a competent and suitable commissioner, occupying this position, could be of incalculable advantage, not only to the public, but to the railroad interest. So far as antagonisms depend on prejudice, misunderstandings of fact, or of the general principles which underlie the railroad service, he should be able to remove them, or the most of them, quietly and without litigation or cost. He would be able to settle many local controversies which, if left to the parties themselves, would grow into bitterness, and, perhaps, on one side or the other, ensue in violent or lawless action. But his services ought to be quite as valuable in anticipating and preventing antagonisms and controversies as in settling them after they had arisen; for it would be a large part of his duty, by his careful oversight, to see that reasonable cause for complaint did not arise.

The commissioner should also be required to report upon railroad accidents, with a view as well to fix the responsibility for them as to guard against the occurrence of like accidents in the future; and this report should be for the use of the State as well as the railroad company concerned. And in his general supervision of railroad affairs, it should be expected of him that he should advise upon the removal of dangers at highway crossings, or the protection against them by watchmen or otherwise, and that he will have some advisory authority also in respect to terminal and other facilities which the roads are expected to supply. As such powers might be easily abused and made the means of annoyance for improper ends, it is assumed that they would be carefully guarded in the law conferring them.

To make the commissioner thus useful, the law which provides for this appointment, and the authority which selects him, should assume that the interest of the public and the interests of the railroads are not antagonistic, but that both alike require harmonious workings and mutual prosperity. To make the appointment on any different assumption would be mischievous in a high degree. If the commissioner were expected to occupy a hostile attitude toward the railroads, and to be a

champion of controversies instead of an impartial arbiter, or if he were understood to be chosen in their interest, his powers for usefulness would be small, and the office itself would be a source of irritation, annoyance and controversy instead of a protection against them. I do not enlarge upon this, because it seems very obvious, though it has sometimes been overlooked in urging the creation of this office.

But the Railroad Commissioner should not be expected to stand merely between the railroads and the public for mutual assistance and protection; he is needed also to keep peace and prevent mischief between the railroads themselves. However much the railroad interest may assume to the public eye the appearance of a monopoly, very slight examination shows it to be an aggregate of antagonisms, and the desperate rivalry is often destructive not only of corporate but of individual interests. Who can compute the aggregate damage to the traveling public through loss of connection, unloading and reloading of freight, detention of cars, and the thousand little annoyances which arise from the unaccommodating spirit of rivalry, and without benefit to any one? Who can justly estimate the danger as well as the loss from roads crossing each other at a grade when, with any disposition at mutual accommodation, it would be easy to cross otherwise? How many annoyances at the great railroad centers, and indeed wherever two roads meet, could be avoided if an officer, though with only advisory powers, were to inquire into the cause and responsibility for them and insist upon their removal? There is a broad field here for official usefulness; for much as we may think the railroads combine to oppress the public, the undoubted fact is that the public more often suffers from their failure to act in a spirit of harmony and accommodation in their mutual dealings than from all their joint arrangements and combinations.

The commissioner should also, to some extent, stand between the railroad companies and their servants; at least to the extent necessary to see that the known and generally used appliances and guards for their protection and safety are made use of by all. The fact that the law makes the servant take upon himself the risks of the employment does not relieve the managers from the moral duty of caring for his safety, and they should be reminded of the fact whenever it is neglected. In the mere mechanical management of the trains many things are yet to be learned. Take the coupling of cars, for example. How fearfully dangerous it is if we may judge by the loss of life! As experience teaches better ways the roads should be required to follow them, but a commissioner will be more likely than the general public to understand and appreciate how important it is that the railroads should be cautious and deliberate in adopting new methods and supposed but untried improvements. His business will be to look at a proposal on all sides, and not upon any pressure of public clamor to demand of the railroads that they make rash experiments.

The need for railroad supervision by some competent and impartial authority is emphasized by the peculiar division of powers between the nation and the states, which renders it impossible that the legislation of either the one or the other should establish a complete system for the regulation of the roads of any one State. But in this fact is to be found also the greatest danger to be anticipated or feared from railroad commissions. If, where two lines compete for the same business, a State can control one, because it is wholly within the State, while Congress alone can control the other, because, being in two or more States, the business upon it is interstate commerce, and if there shall be legislation by Congress and the State respectively differing essentially in substance and spirit, nothing would be more certain

than that one of the two lines must be injured, and perhaps crippled or altogether ruined, by the imposition of restrictions or burdens which its rival did not feel, or by the want of advantages or facilities which its rival was given. The two great New York lines—the Central and Erie—will sufficiently indicate this danger. Congressional legislation, conceived in a friendly spirit, and controlling the one, and State legislation, originating in unfriendly motives, for the other, or vice versa, might put fair and equal competition out of the question. The differing legislation of two contiguous States might in some cases be equally mischievous; and while the railroads would be the chief sufferers, nothing which limited the competitive power of facilities of any one could fail to injure the public also. But railroad commissions governing or regulating rival roads upon different systems and principles might prove equally mischievous and would be certain to do so if a spirit radically different controlled their respective administrations. The true solution of the railroad problem will doubtless some day be found in a judicious combination of self-government with government by the State. But State government, whether alone or in combination with self-government, can never be judicious or safe, unless it can take into consideration the whole of this immense and diversified interest—the whole railroad system of this country, in all its capabilities, all its needs, and all its multifrom operations. State and congressional legislation, originating in the ordinary way, will be more likely to be conflicting and confusing than harmonious, and if it shall go very far in laying down definite and restrictive regulations, the introduction of new evils will be more probable than the eradication of such as before existed. Commissions, if not hampered by excessive and perhaps mischievous legislation, can proceed with deliberation and caution; they can consult and act in concert whenever co-operation is essential; they can deal with peculiar difficulties upon a judgment enlightened by the special facts and uncontrolled by iron rules, and then can assist quietly but most beneficially in a natural development of railroad usefulness, and a natural solution of railroad problems.

To obtain such results a railroad commissioner must be selected for his fairness and candor no less than for his intelligence. But his usefulness to the public will come largely from his activity in its behalf as an investigator and teacher. In railroad questions we are as yet only in the morning twilight; no expert fully masters them in all their bearings; the results are often unexpected and confusing, and the highest wisdom of one year proves to be folly in the next. As yet the study of railroad development and its workings is more important than to legislate upon it; the study may prepare us to act wisely; the legislation by those who know little or nothing of the subject is more likely to be mischievous than beneficial. It is well when on strange ground to make haste slowly, and not to assume that we can tell by intuition, or by a surface glance, where the quagmires and the pitfalls are. Time has cured many evils in railroad affairs without the aid of the law; but new evils have come in also, and we need to ascertain the whence and the wherefore before we can wisely deal with them. Let the commissioner be an investigator and an a learner, on our behalf as well as for the purposes of his office, and some day we may hope to have a system of railroad management, the product more of experience than of legislation, which shall make the railroads accomplish their intended purposes without the friction, the irritation and strife, the inequalities and the injustice of which the public has now such frequent occasion to complain. And when we have

such a system, we shall also have more friendly relations between the roads and the community, better management on the one side and better results, with greater content, on the other.

In this letter it is assumed that the powers which any State will attempt to confer on a railroad commissioner will be only advisory and administrative. He could not wisely be clothed with judicial powers, and in at least some of the States it would not be competent for the legislature to give him such powers, because all such powers are expressly, by their constitutions, conferred upon the courts.

In regard to the views of the judge respecting the selection of railroad commissioners and the work to be accomplished by them, we desire to add, that we, here in Missouri, have adopted the plan which the experience of twenty States has shown to be the very best for the purpose, three disinterested persons elected by the people, and therefore not only responsible directly to the people, but having the endorsement of the people, as *prima facie* competent for the position. Evidently what remains for us to do is to enlarge the authority of the Commissions, and as new men are wanted to fill up its ranks, to see to it that only such be selected as can utterly divest themselves of all fear, favor or affection for any person or interest, such alone being fit to be entrusted with the administration of the duties of an office involving, directly or indirectly, the material prosperity of every citizen of the commonwealth.

In the year 1875, when this commission was created, there were eleven States having similar commissions. Now there are twenty-two; the number having doubled in eight years. In creating these commissions some of the States enacted, at the same time, laws fixing maximum rates by statute. This feature has been mainly abandoned. The State of Illinois, in abolishing that feature of her law, adopted the present system, under which the whole matter of arranging schedules of rates is confided to the Commissioners. The State of Georgia, in creating her commission, adopted essentially the Illinois plan. In these two States the Commissioners are required by the statutes to make schedules of rates for each and every railroad, and power is given them to restrain the railroad companies from exceeding these rates. They have made and enforced their schedules of rates; both the State and Federal Courts have sustained their action, and sustained the constitutionality of the laws creating them and imposing this duty upon them, and in addition to all that, the business of transportation by railroad is now carried on in those States, according to the best of our information, with less friction, less complaint and more satisfaction to all parties than in any equally extensive parts of the United States where rates are not so fixed. It is fair to assume that they are more equitably arranged in this manner than in any other, and that Mr. Justice Woods was right when he stated explicitly, in his opinion in one of

the Georgia cases, that the General Assembly was incompetent to fix rates by statute, and that it could do so *equitably* only through a commission. The provisions of the Constitution of the State of Georgia on this subject are similar to ours, but the language is not identically the same. The Constitution of Illinois reads word for word like ours: "The General Assembly shall, from time to time, pass laws establishing reasonable maximum rates of charges for the transportation of passengers and freight."

Volumes of argument have been adduced to prove that the literal meaning of this language is that the General Assembly shall pass laws establishing maximum rates by *statute*, and not by a *commission*, but the courts seem wisely to have apprehended the truth, that to execute an organic law in the only manner in which it can be equitably done, is not only a compliance with its provisions, but the only compliance therewith, which is justifiable. In the State of California the power to fix rates is conferred upon the commissioners in the constitution.

The discussion of the subject of transportation by railroad is an interminable one. A few points only are settled and have passed out of the field of controversy. One is that the monopoly feature in railroad transportation cannot be eliminated therefrom without injury to the public. From this proposition follows the necessity of an exceedingly high grade of qualifications in railroad officials, which we cannot better elucidate than by quotation descriptive of the ideal railroad manager: "Wielding an unlimited and arbitrary power within the domain of his own line of transportation, and able to control in a greater or less degree, the profits realized by those engaged in all other industries, he must, in addition to the knowledge, skill and executive ability required to manage so large a business under ordinary circumstances, also be possessed of all the varied stores of information, and the reserved resources of mature thought, which marked the learned political economist and the wise statesman, and which will enable him to determine what will best promote the growth of all other industrial pursuits, because it is only by promoting their prosperity that he can secure that of the interest which he represents." The impossibility of realizing this ideal renders it necessary for the State to intervene to enforce the principles of reciprocity of interests between the carrier and the public, and to avert the disasters resulting from the domination of one particular interest over all the numerous industrial pursuits essential to the perpetuity of civilization. The various industries which supply the necessities, the comforts and the luxuries of civilized life, can flourish only when freedom of expansion allowed to each, untrammeled by the others; and when any one of them establishes control over all the others, it first saps their vitality, and then dies for want of nourishment.

In concluding these remarks we desire to call the attention of the public, and especially of railroad officials, to the suicidal policy of discriminating against way traffic in favor of through business. It is claimed by the carrier that he is compelled to take whatever he can get for his through freights, etc., and that if his way customers get a *fair* rate they have no reason to complain. The gist of that argument is simply this: The carrier is compelled by competition to accept rates at competing points *below* average remunerative rates, and in order to make a profit on his business, he must exact rates at non-competing (or way) points that are correspondingly *above* average remunerative rates. The *fairness* of this practice is not likely to be seen by the shipper at a way point. But be that as it may, and aside from the legal aspect of the case, the disastrous effect of this policy upon the carrier cannot be disputed. Its direct, immediate and constantly operating effect is to draw trade from the way points, where extra remunerative rates are received, and to concentrate it at the competing points, where only non-remunerative rates are to be expected.

A list of new organizations, consolidations, etc., will be found in "Appendix A," abstracts of returns from railroad companies in "Appendix B," tabulations of statistics in "Appendix C," classification of freights in "Appendix D," and the railroad laws of Missouri in "Appendix E."

All of which is respectfully submitted,

A. M. SEVIER,
GEO. C. PRATT,
JAMES HARDING,

Railroad Commissioners.

APPENDIX A.

NEW ORGANIZATIONS, CONSOLIDATIONS, ETC.

NEW ORGANIZATIONS, CONSOLIDATIONS, ETC.

St. Louis & Carondelet Railway Co. Articles of association filed January 9, 1882.

Kansas City, St. Joseph & Burlington Railway Co. and the Chicago, Burlington & Kansas City Railway Co. of Iowa, consolidated under the name Chicago, Burlington & Kansas City Railway Co.; certificate filed Jan. 12th.

Missouri Pacific Railway Co. and the Missouri Pacific Railway Co. of Kansas consolidated under the name Missouri Pacific Railway Co.; certificate filed Jan. 25th.

Missouri & Arkansas Railroad Co., from Point Pleasant, New Madrid county, to St. Francis river in Dunklin county; articles filed Feb. 7th.

Laclede & Ft. Scott Railroad Co. Change of name to the St. Louis & Western Railroad Co.; certificate filed Feb. 8th.

Kansas City Suburban Railway Co., to Rock Creek; articles filed Feb. 9th.

Joplin Railroad Co., Joplin & Galena Railway Co. and the Joplin & Galena Railway Co. of Kansas consolidated under the name Joplin Railway Co.; articles filed Feb. 25th.

Kansas City, St. Joseph & Burlington Railway Co. Assent of stockholders to consolidation with Chicago, Burlington & Kansas City Railway Co.; certificate filed Feb. 25th.

Missouri Pacific Railway Co. and the Missouri Pacific Railway Co. of Nebraska consolidated under the name Missouri Pacific Railway Co.; certificate filed March 4th.

St. Louis Connecting Railway Co. Articles filed March 11th.

Cape Girardeau Southwestern Railway Co. Increase of capital stock from \$250,000 to \$650,000; certificate filed March 28th.

Kansas City & Southern Railway Co. Increase of directors from 7 to 9; certificate filed April 5th.

Kansas City & Southern Railway Co. Assent of stockholders to the purchase of the Iron Mountain & Helena railroad in Arkansas; certificate filed April 5th.

St. Louis, Arkansas & Texas railway. Sale to St. Louis & San Francisco Railway Co.; deed and certificate of assent of stockholders filed April 6th.

Kansas City & Southern Railway Co. Resolution of directors to extend road from Osceola to State line in Howell county ; copy filed April 11th.

Union Belt line Railway Co., surrounding Kansas City 8½ miles long ; articles filed April 7th.

Missouri, Kansas & Texas Railway. Lease of same to Missouri Pacific Railway Co ; deed filed April 22d.

Missouri & Arkansas. Change to standard guage ; copy of proceedings filed May 16th.

St. Joseph & Nebraska R. R. Co., from a point on K. C., St. J. & C. B. R. R., four miles south of Bigelow to Rulo, on Missouri river, 10 miles ; articles filed May 17th.

Springfield & Southern Railway Co ; articles filed June 10th.

Joplin & Arkansas Northern R. R. Co ; articles filed June 24th.

Kansas City Belt Railway Co. From west boundary along south and east sides, and across Missouri river to connect with the Wabash, H. & St. Jo ; articles filed June 27th.

St. Louis, Wichita & Western Railway (in Kansas.) Lease of same to St. Louis & San Francisco Railway Co ; deed and certificate of assent of stockholders to same filed July 1st ; sale of same to same filed same date.

Joplin Railway (consolidated), Kansas part ; lease of same to St. Louis & San Francisco Railway Co ; deed filed July 1st ; sale of same to same filed same date.

Joplin Railway (consolidated), Missouri part. Sold to St. Louis & San Francisco Railway Co ; deed filed July 1st.

Union Transit Co. Sale of road to Kansas City, Ft. Scott & Gulf Railroad Co ; certificate of assent of stockholders filed July 5th.

Kansas City, Fort Scott & Gulf R. R. Co. Assent of stockholders to purchase of Union Transit Company's road ; certificate filed July 5th.

Kansas City St. Joseph & Council Bluffs Railroad Co. Assent of stockholders to lease the St. Joseph & Nebraska Railroad ; certificate filed July 6th.

St. Joseph & Nebraska Railroad Co. Assent to same filed same date.

Doniphan Branch Railway Co. Neelyville to Doniphan, 19 miles ; articles filed July 10th.

Terminal Railroad Company of St. Louis. Increase of capital stock to \$500,000 ; certificate filed August 11th.

St. Louis, Carondelet & Forrest Park Railroad Co. Increase of directors to 7 ; certificate filed September 20th. Change of name to the St. Louis Belt Railway Co. ; certificate filed September 20th.

Nevada & Girard Railway Co. Articles filed September 22nd.

Missouri Midland Railroad Co. From Avery on St. Louis, Salem &

Little Rock Railroad to Hawkins Ore Bank in Dent county, $2\frac{1}{2}$ miles; articles filed October 2nd.

Sedalia & Northern Railway Co. From Sedalia to Marshall, 33 miles; articles filed December 6th.

St. Louis, Iron Mountain & Southern Railway Co. Purchase of Iron Mountain & Helena Railroad (in Arkansas) from the Kansas City & Southern Railway Co. Certificate filed December 12; assent of Kansas City & Southern Railway Co. filed December 12th.

APPENDIX B.

ABSTRACT OF RETURNS FROM RAILROAD COMPANIES.

ABSTRACT

OF

RETURNS FROM RAILROAD COMPANIES.

ATCHISON, TOPEKA & SANTA FE.

This company was organized in the State of Kansas and owns long lines in Kansas, Colorado and New Mexico. It also operates two lines extending into Missouri; one called the Kansas City, Topeka & Western, 67 miles long, of which 0.89 miles are in Missouri, the other, a branch to same, called the Pleasant Hill & DeSoto, 44.89 miles long, of which 21.94 miles are in Missouri. The earnings, expenses and sidings given below are on this last named line.

GENERAL OFFICES AT TOPEKA, KANSAS.

DIRECTORS.

W. B. Strong.....	Boston, Mass.
Alden Speare.....	Boston, Mass.
C. W. Pierce.....	Boston, Mass.
S. L. Thorndike.....	Boston, Mass.
A. W. Nickerson.....	Boston, Mass.
L. M. Sargeant.....	Boston, Mass.
G. R. Peck.....	Topeka, Kas.
C. C. Wheeler.....	Topeka, Kas.
D. L. Lakin.....	Topeka, Kas.

EXECUTIVE OFFICERS.

President.....	W. B. Strong.....	Boston, Mass.
Secretary and Ass't Treasurer.....	E. Wilder.....	Topeka, Kas.
Treasurer and Ass't Secretary.....	G. L. Goodwin.....	Boston, Mass.
Auditor.....	H. C. Clements.....	Topeka, Kas.
General Manager.....	C. C. Wheeler.....	Topeka, Kas.

REVENUE (PLEASANT HILL & DESOTO), 48.87 PER CENT. IN MISSOURI.

From passenger traffic.....	\$10,079 49
From freight traffic.....	34,118 86
From miscellaneous sources.....	35 00
 Total	\$44,233 35
Total in Missouri.....	21,670 00
Per mile of road operated.....	985 37
Per train mile (all trains).....	1 52

EXPENSES (PLEASANT HILL & DESOTO).

Total expense.....	\$65,794 13
Per mile of road operated.....	1,465 70
Per train mile (all trains).....	2 27
Per cent. of earnings.....	148 74
Taxes in Missouri.....	1,046 17

CHARACTERISTICS OF ROAD.

Miles of line (Kansas City, Topeka & Western)	67.00
Miles of line of same in Missouri.....	.89
Miles of line (Pleasant Hill & DeSoto).....	44.89
Miles of line of same in Missouri.....	21.94
Total miles operated in Missouri.....	22.83
Total miles of sidings in Missouri.....	.86

Gauge of road 4 feet 8½ inches.

CAPE GIRARDEAU SOUTHWESTERN.

This road now extends from the city of Cape Girardeau southwesterly, via Delta, on the St. L., I. M. & S. R'y, and Lakeville, in Stoddard county, to Sturdevant, 33 miles.

GENERAL OFFICES AT CAPE GIRARDEAU.

EXECUTIVE OFFICERS.

President and General Manager.....	Louis Houck.
Secretary and Auditor.....	Thos. F. Wheeler.
Treasurer.....	Leon J. Albert.
General Superintendent.....	Wm. A. Penny.

The report of this company was not received until after the forms were made up for the printer.

CHERRY VALLEY.

This company owns and operates a road from the Cherry Valley Mines, in Crawford county, to Midland Station, on the St. Louis, Salem & L. R. Railroad. The company is composed of members of the Meramec Iron and Mining Company, and the road was built and is operated to accommodate the business of the latter company.

DIRECTORS—Not reported.

EXECUTIVE OFFICERS.

President.....	B. W. Lewis.....	St. Louis.
Secretary and Treasurer.....	T. T. Lewis.....	St. Louis.
General Superintendent.....	E. T. Herndon.....	Midland, Mo.

STOCK.

Total amount paid in.....	\$60,000 00
Average per mile of road.....	10,000 00

FUNDED DEBT—None.

REVENUE.

Total receipts from all sources.....	6,187 40
Average per mile of road.....	1,031 23

EXPENSES.

Total operating and general, except taxes.....	3,862 00
Taxes.....	338 68

Total	\$4,200 68
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Average per mile of road.....	700 11
Per cent. of earnings.....	68

RATES.

The only rate (per ton per mile).....	3 1-3 cents.
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CHARACTERISTICS OF ROAD.

Miles of line owned and operated.....	6
Miles of sidings	0.50
Miles of steel rail, 56 pounds to the yard.....	0.75

ROLLING STOCK.

Number of locomotives.....	3
Number of platform cars.....	6

EMPLOYES.

Number of persons regularly employed.....	9
Average number in section gang.....	3
Average number miles to a gang.....	6.25

CHESTER, IRON MOUNTAIN AND WESTERN.

The Chester and Iron Mountain Railroad Company was incorporated by articles of association, filed July 18, 1872; to extend from a point on the Mississippi river opposite Chester, Illinois, to the Iron Mountain. Authorized capital, \$1,000,000.00; length of road as ascertained by survey, 61 6-10 miles.

The survey was commenced in June, 1872, and construction in September following, which was continued until May 12th, 1873, when work was stopped, at which time 7-10 of the grading and 1-4 of the bridging was completed.

On the 25th of July, 1873, this company was consolidated with the Chester and Tamaroa Coal and Railroad Company of Illinois, and the name changed to the Iron Mountain and Eastern Railroad Company.

By articles of association filed June 16th 1881, there was organized the Chester, Iron Mountain and Western, to build a railroad of standard gauge from St. Mary's on the Mississippi river, opposite Chester, Illinois, to Farmington, the Iron Mountain and Salem, with a branch from a point near Farmington to Bonne Terre, which company became the successor of the Iron Mountain and Eastern Railroad Company.

EXECUTIVE OFFICERS.

President	J. Wyman Jones	Englewood, N. J.
Vice-President.....	C. B. Cole.....	Chester, Ill.
Secretary.....	Newton Crane.....	St. Louis, Mo.
Treasurer	Nathan Cole	St. Louis, Mo.
Capital stock.....		\$2,500,000.00

CHICAGO AND ALTON.

This company is organized in the State of Illinois and operates under lease two roads in Missouri, viz: The Louisiana and Missouri River Railroad, extending from Louisiana to Mexico, 50.80 miles, with its South Branch extending from Mexico to Cedar City, opposite Jefferson City, 50 miles; and also the Kansas City, St. Louis and Chicago Railroad extending from Mexico to Kansas City, 162.62 miles, making in all 263.42 miles operated in Missouri.

GENERAL OFFICES AT CHICAGO, ILLINOIS.

DIRECTORS.

T. B. Blackstone.....	Chicago, Ill.
J. C. McMullin.....	Chicago, Ill.
George Straut.....	Chicago, Ill.
Jno. B. Drake.....	Chicago, Ill.
Jno. Crerar.....	Chicago, Ill.
Jno. J. Mitchell.....	St. Louis, Mo.
Morris K. Jesup.....	New York, N. Y.
Lorenzo Blackstone.....	Norwich, Conn.
Jno. F. Slater.....	Norwich, Conn.

EXECUTIVE OFFICERS.

President.....	T. B. Blackstone.
Secretary and Treasurer.....	Chas. H. Foster.
Auditor	Chauncey Kelsey.
General Manager.....	J. C. McMullin.
Assistant General Manager.....	Charles H. Chappell.

DIRECTORS OF LOUISIANA AND MISSOURI RIVER RAILROAD.

Henry V. P. Block.....	Louisiana, Mo.
John P. Sebree, (since deceased).....	Fayette, Mo.
John J. Mitchell.....	St. Louis, Mo.
Robert P. Tansey.....	St. Louis, Mo.
Geo. Straut.....	Chicago, Ill.
Wm. H. Mitchell.....	Chicago, Ill.
Corydon Beckwith.....	Chicago, Ill.

EXECUTIVE OFFICERS OF LOUISIANA AND MISSOURI RIVER RAILROAD.

President	Corydon Beckwith, Chicago, Ill.
Secretary, Auditor and Treasurer.....	Charles H. Foster, Chicago, Ill.

DIRECTORS OF KANSAS CITY, ST. LOUIS AND CHICAGO RAILROAD.

George M. Shelley.....	Kansas City, Mo.
Harry J. Higgins.....	Higginsville, Mo.
Peter H. Rea.....	Marshall, Mo.
Thos. Shackleford.....	Glasgow, Mo.
Jno. J. Mitchell.....	St. Louis, Mo.
R. P. Tansey.....	St. Louis, Mo.
Jno. M. Woodson.....	St. Louis, Mo.
Geo. Straut.....	Chicago, Ill.
Wm. H. Mitehell.....	Chicago, Ill.

EXECUTIVE OFFICERS OF KANSAS CITY, ST. LOUIS AND CHICAGO RAILROAD.

President.....Jno. J. Mitchell, St. Louis, Mo.
 Secretary and Treasurer.....Robert P. Tansey, St. Louis, Mo.

STOCK IN C. & A.

Total amount paid in.....	\$14,930,072 00
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FUNDED DEBT.

Total amount mortgage bonds.....	12,554,950 00
Total stock and debt.....	27,485,022 00

STOCK IN LOUISIANA AND MISSOURI RIVER RAILROAD.

Total amount paid in.....	3,282,700 00
Average per mile of road.....	32,566 00

FUNDED DEBT OF LOUISIANA AND MISSOURI RIVER RAILROAD.

Total amount 7 per cent. bonds	1,975,000 00
Average per mile of road.....	19,574 00
Total stock and debt	5,257,700 00
Average per mile of road.....	52,140 00

STOCK IN KANSAS CITY, ST. LOUIS AND CHICAGO RAILROAD.

Total amount paid in.....	2,021,200 00
Average per mile of road.....	12,428 00

FUNDED DEBT OF KANSAS CITY, ST. LOUIS AND CHICAGO RAILROAD.

Total amount 7 per cent. bonds	3,000,000 00
Average per mile of road	18,447 00
Total stock and debt	5,021,200 00
Average per mile of road.....	30,875 00

REVENUE.

Total from passenger traffic.....	2,253,675 73
Total from freight traffic.....	5,948,123 31
Total miscellaneous sources.....	13,696 08

Total.....	\$8,215,495 12
Average per mile of road operated.....	9,667 80
Average train mile.....	2.02
Total in Missouri	1,955,288 00
Average per mile of road (263.42)	7,422 00

EXPENSES.

Total expenses.....	5,812,037 87
Per train mile.....	1.15
Per cent. of earnings.....	.57
Taxes in Missouri.....	49,465 63

RATES.

Average rate per passenger per mile (all lines).....	.01917
Average rate per ton per mile (all lines).....	.01261

CHARACTERISTICS OF ROAD.

Miles from Louisiana to Mexico	50.80
Miles from Mexico to Kansas City	162.62
Total main line, Louisiana to Kansas City.....	213.42
Miles south branch, Mexico to Cedar City.....	50.00
Total miles operated in Missouri.....	263.42
Miles of sidings in Missouri	44.45
Miles of steel rail in Missouri.....	213.42
Weight of rail per yard.....	60 lbs.
Gauge of track.....	4 ft. 8½ in.
Miles of stone ballast.....	42.59
Miles of gravel or cinder ballast.....	8.60
36 iron bridges—total length in feet.....	7,376
10 wooden bridges—total length in feet	1,729
116 wooden trestles—total length in feet	8,936
Miles of wire fence.....	294
Miles of wooden fence	203
Maximum grade in feet per mile—Louisiana to Kansas City.....	65
Maximum grade in feet per mile—Mexico to Cedar City.....	79.2
Minimum radius of curvature in feet.....	1,432.5

ROLLING STOCK.

Number of locomotives used in Missouri.....	42
Number of passenger cars used in Missouri.....	12
Number of mail and baggage cars used in Missouri.....	7
Number of box cars used in Missouri	547
Number of platform cars used in Missouri	109
Number of other cars used in Missouri.....	188

EMPLOYEES.

Average number regularly employed.....	4,139
Average number regularly employed in Missouri.....	892
Average number in section gangs.....	5
Average number of miles to a gang	5

CHICAGO, BURLINGTON AND KANSAS CITY, KNOWN FORMERLY AS THE BURLINGTON & SOUTHWESTERN.

GENERAL OFFICES AT KEOKUK, IOWA.

DIRECTORS.

J. W. Blythe.....	Burlington, Iowa.
H. B. Scott.....	Burlington, Iowa.
T. S. Howland	Burlington, Iowa.
Lyman Cook.....	Burlington, Iowa.
H. B. Ransom.....	Burlington, Iowa.
W. W. Baldwin	Burlington, Iowa.
C. P. Squires.....	Burlington, Iowa.
W. D. Eaton.....	Burlington, Iowa.
T. J. Potter	Chicago, Ill.
G. T. Cameron.....	Chicago, Ill.

EXECUTIVE OFFICERS.

President.....	W. W. Baldwin.....	Burlington, Iowa.
Vice-President and Gen. Manager..	T. J. Potter.....	Chicago, Ill.
Secretary	J. S. Howland.....	Burlington, Iowa.
Treasurer	J. C. Peasley	Chicago, Ill.
Auditor.....	John L. Lathrop.....	Chicago, Ill.
General Superintendent.....	R. Law.....	Keokuk, Iowa.

STOCK.

Amount authorized and subscribed.....	\$8,000,000 00
Average per mile of road.....	52,427 00

DEBT.

No funded debt.

REVENUE, (39.1 per cent. in Missouri.)

From passenger traffic.....	78,081 74
From freight traffic.....	172,712 30
Total.....	\$250,794 04
Total in Missouri.....	98,060 46
Per mile of road.....	1,313 06

EXPENSES.

Total	\$238,033 88
Total in Missouri.....	93,071 25
Per mile of road.....	1,243 00
Per cent. of earnings.....	95
Taxes in Missouri.....	3 90

RATES.

Highest rate per passenger per mile.....	3 cents.
Average rate (all passengers).....	2½ cents.
Highest rate of freight per ton per mile.....	25 cents.
Lowest rate of freight per ton per mile.....	1½ cents.
Average	3½ cents.

CHARACTERISTICS OF ROAD.

Miles of road operated	191.5
Miles of road owned.....	152.6
Miles of road owned in Missouri.....	74.9
Miles of sidings owned in Missouri.....	3.39
Miles of track laid on extensions in 1882.....	10.5
Miles of steel rail in Missouri.....	4.49
Weight of rail per yard.....	56 pounds.
Miles of gravel or cinder ballast.....	½
Twelve wooden bridges—total length in feet.....	2138.6
One hundred and forty-four wooden trestles—total length in feet.....	13,122
Miles of wire fence.....	28.68
Miles of wooden fence.....	10
Gauge	4 ft. 8½ in.
Maximum grade.....	69 ft. 6 in.
Shortest radius of curvature.....	882.95 ft.

ROLLING STOCK.

Number of locomotives.....	9
Number of passenger cars.....	6
Total number of freight cars.....	160

EMPLOYES.

Number of persons regularly employed.....	350
Average number in section gangs.....	4.3
Average number of miles in a section.....	5.8

CHICAGO, BURLINGTON AND QUINCY.

This company was organized in the State of Illinois. It operates in Missouri a line known as the Leon, Mount Ayr & Southwestern, extending from Leon, Iowa, to Grant City, Mo., 57.69 miles, of which 6.44 miles are in Missouri; and a branch of same from Bethany Junction, Iowa, to Albany, Mo., 46.24 miles, of which 43.16 miles are in Missouri. It also operates a line known as the Brownsville and Nodaway Valley, extending from Clarinda Junction, Iowa, to Burlington Junction, Mo., (on Omaha Division of Wabash line) 34.99 miles, of which 9.76 miles are in Missouri. This company is also said to have a controlling interest in the Kansas City, St. Joseph & Council Bluffs, the St. Joseph & Des Moines, the Burlington & Southwestern (now Chicago, Burlington & Kansas City), the St. Louis, Keokuk & Northwestern, the St. Louis, Hannibal & Keokuk and the Hannibal & St. Joseph.

GENERAL OFFICES AT CHICAGO, ILLINOIS.

DIRECTORS LEON, MT. AYR & SOUTHWESTERN.

J. T. Remey.....	Burlington, Iowa.
T. S. Howland.....	Burlington, Iowa.
J. W. Blythe.....	Burlington, Iowa.
C. E. Perkins.....	Burlington, Iowa.
H. B. Scott.....	Burlington, Iowa.

EXECUTIVE OFFICERS.

President.....	J. T. Remey.....	Burlington, Iowa.
Vice-Pres., Sec'y and Treas.....	T. S. Howland.....	Burlington, Iowa.
General Manager.....	T. J. Potter.....	Chicago, Illinois.

DIRECTORS BROWNSVILLE & NODAWAY VALLEY.

E. D. Rand.....	Burlington, Iowa.
T. S. Howland.....	Burlington, Iowa.
J. T. Remey.....	Burlington, Iowa.
Lyman Cook.....	Burlington, Iowa.
J. W. Blythe.....	Burlington, Iowa.
H. B. Scott.....	Burlington, Iowa.
C. P. Squires.....	Burlington, Iowa.
W. P. Hepburn.....	Burlington, Iowa.
W. W. Baldwin.....	Burlington, Iowa.

EXECUTIVE OFFICERS.

President.....	E. D. Rand.....	Burlington, Iowa.
Secretary and Treasurer.....	T. S. Howland.....	Burlington, Iowa.
General Manager.....	T. J. Potter.....	Chicago, Illinois.

STOCK.

Total amount issued on L., Mt. A. & S. W.....	\$2,515,400 00
Total amount issued on B. & N. V.....	543,200 00
Total amount issued on both lines.....	\$3,058,600 00

Average amount per mile of road.....	22,000 00
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FUNDED DEBT.

8 per cent. bonds, Leon, Mt. Ayr & Southwestern.....	564,000 00
7 per cent. bonds, Leon, Mt. Ayr & Southwestern.....	1,112,000 00
8 per cent. bonds, Brownsville & Nodaway Valley.....	300,000 00
Total	\$1,976,000 00

Average per mile of road.....	14,220 00
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STOCK AND DEBT.

Total amount on both lines.....	5,034,600 00
Average per mile of road.....	36,220 00

REVENUE.

Total earnings Leon, Mt. Ayr & Southwestern.....	144,394 69
Average per mile of road operated (103.93 miles).....	1,395 08
Average per train mile.....	0 82
Total earnings on Brownsville & Nodaway Valley.....	32,325 64
Average per mile of road operated (34.99 miles).....	923 59
Average per train mile.....	0 77
Total earnings on both lines.....	176,720 33
Average earnings per mile of road.....	1,272 00
Earnings on Leon & Mt. Ayr in Missouri.....	69,196 00
Earnings on Brownsville & Nodaway Valley in Missouri.....	9,018 00
Total earnings on both lines in Missouri.....	78,214 00
Average per mile in Missouri.	1,317 00

EXPENSES.

Total expenses Leon, Mt. Ayr & Southwestern.....	\$ 144,990 89
Total expenses per train mile.....	0 83
Total expense per cent. of earnings.....	100 41
Taxes paid in Missouri.....	2,397 47
Total expenses Brownsville & Nodaway Valley.....	29,759 48
Total expenses per cent. of earnings.....	92 06
Taxes paid in Missouri.....	852 77

RATES.

Highest rate per passenger per mile.....	3 cents.
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CHARACTERISTICS OF ROAD.

Miles from Grant City to Leon, Iowa.....	57.69
Miles of same in Missouri.....	6.44
Miles from Albany to Bethany Junction.....	46.24
Miles of same in Missouri.....	43.16
Miles from Burlington Junction to Clarinda Junction, Iowa.....	34.99
Miles of same in Missouri.....	9.76
Total miles in Missouri.....	59.36
Miles of siding in Missouri.....	4.43
Miles of steel rails.....	26.20
Gauge	4 ft. 8½ in.

EMPLOYES.

Number of persons regularly employed in Missouri.....	60
Average number in section gangs.....	4
Average number of miles to a gang.....	5

CHICAGO, ROCK ISLAND & PACIFIC.

By an act of the General Assembly of the State of Missouri, approved January 4, 1860, there was created the Platte City & Fort Des Moines Railroad Company, which act was amended February 12, 1864, and again, March 3, 1869. By this last amendment the name of the company (which had been changed by a resolution adopted July 30, 1867, to "The Leavenworth & Des Moines Railway Company,") was changed to The Chicago & Southwestern Railroad Company.

This company was consolidated with one of a similar name in Iowa, by an agreement of consolidation entered into September 25, 1869, of which the articles were filed in Missouri, October 4, 1869.

By articles filed in Missouri, May 30, 1871, there was incorporated the Atchison Branch of the Chicago & Southwestern Railroad, which was consolidated with the Chicago & Southwestern Railroad, January 11, 1872.

The main line extends from Washington, Iowa, on the Chicago, Rock Island & Pacific Railroad, via Lineville, Princeton, Trenton, Gallatin, Cameron, Plattsburg and Platte City, Missouri, to a point on the Missouri river, opposite Leavenworth, Kansas, 269 miles, of which 140 1-2 miles of line are in Missouri. Its construction was commenced in 1869, and completed in October, 1871.

The Atchison Branch extends from Atchison Junction in Platte county, to a point on the Missouri river, opposite Atchison, Kansas, 29 miles, and was completed in June, 1872. The property was leased to the Chicago, Rock Island & Pacific Railroad Company in 1871.

By articles filed in Missouri, September 15, 1876, there is shown the assent of the stockholders to a sale of the property to the Iowa, Southern & Missouri Northern Railroad Company. This sale was subject to a decree of foreclosure, entered in the United States Circuit Court of Iowa, under which decree the property was again sold November 1, 1876, to the same, Iowa Southern & Missouri Northern Railroad Company.

We understand that these sales did not convey the Atchison Branch, on which there was a separate mortgage.

By certificate filed in Missouri, June 14, 1880, the Iowa Southern & Missouri Northern Railroad Company is consolidated with, and merged into the Chicago, Rock Island & Pacific Railroad Company, a company chartered in Illinois, February 7, 1851, and with which a company of the same name in Iowa, originally known as the Mississippi & Missouri River Railroad Company was consolidated August 22, 1866.

In December, 1879, this company leased the joint use of the Hannibal & St. Joseph Company's line from Cameron to Kansas City, 53.18 miles, for \$37,000.00 a year, and one-half cost of repairs and taxes.

GENERAL OFFICES AT CHICAGO, ILLINOIS.

DIRECTORS.

David Dows.....	New York, N. Y.
Francis H. Tows.....	New York, N. Y.
A. C. Dulman.....	New York, N. Y.
J. R. Cowing.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.
Jay Gould.....	New York, N. Y.
R. P. Flower.....	New York, N. Y.
Benjamin Brewster.....	New York, N. Y.
H. R. Bishop.....	New York, N. Y.
Hugh Riddle.....	Chicago, Ill.
H. H. Porter.....	Chicago, Ill.
R. R. Cable.....	Rock Island, Ill.
Geo. C. Wright.....	Des Moines, Ia.

EXECUTIVE OFFICERS.

President.....	Hugh Riddle.
Vice Presidents.....	R. R. Cable and David Dows.
Secretary and Treasurer.....	Francis H. Tows.
Auditor and Assistant Secretary.....	C. F. Jilson.
General Manager.....	R. R. Cable.
General Superintendent.....	A. Kimball.

STOCK.

Total amount stock issued.....	\$41,960,000 00
Average amount per mile of road.....	37,600 00

FUNDED DEBT.

Total amount funded debt.....	17,500,000 00
Average amount per mile of road.....	15,682 00

STOCK AND DEBT.

Total amount stock and debt.....	59,460,000 00
Average amount per mile of road.....	53,282 00

REVENUE.

Total traffic earnings.....	12,139,302 51
Total traffic earnings in Missouri.....	1,213,930 25
Average per mile of road in Missouri.....	5,254 00
Average per train mile.....	1.36

EXPENSES.

Total traffic and general in Missouri.....	729,787 72
Average per mile of road.....	3,272 50
Per cent. of earnings	60
Taxes paid in Missouri	33,022 39

RATES.

Highest passenger rate.....	4 cents.
Lowest passenger rate.....	2 cents.
Average passenger rate.....	2.47 cents.
Highest freight rate.....	3.30 cents.
Lowest freight rate.....	1.20 cents.

CHARACTERISTICS OF ROAD.

Miles from Lineville to East Leavenworth.....	141.00
Miles from Atchison Junction to Winthrop.....	29.08

Total miles in Missouri.....	170.08
Total miles of sidings in Missouri.....	16.72
Miles of steel rail in Missouri.....	86.50
Weight of rail per yard.....	60 pounds.
2 iron bridges, total length in feet.....	292
2 combination bridges, total length in feet.....	324
22 wooden bridges, total length in feet.....	1,794
225 wooden trestles, total length in feet.....	12,734
Miles of wire fence.....	125
Miles of wooden fence.....	197 $\frac{1}{4}$

Gauge.....	4 ft. 8½ in.
Maximum grade in feet per mile.....	79.20
Minimum radius of curvature in feet.....	716
EMPLOYES.	
Number of persons regularly employed.....	7,999
Number of persons regularly employed in Missouri.....	1,280
Average number in section gangs.....	6
Average number of miles to each gang.....	6

CRYSTAL RAILWAY COMPANY.

This company owns and operates a road from Crystal Station on the St. Louis, Iron Mountain and Southern Railway to Crystal City, 3½ miles. The road is used to accommodate the business of the Crystal Plate Glass Company, whose works are at Crystal City.

GENERAL OFFICES AT ST. LOUIS.

DIRECTORS.

Ethan Allen Hitchcock.....	St. Louis.
Henry Hitchcock.....	St. Louis.
Carlos S. Greeley.....	St. Louis.
Jas. M. Leete.....	St. Louis.
Edmund T. Allen.....	St. Louis.

EXECUTIVE OFFICERS.

President.....	Ethan A. Hitchcock.
Secretary.....	Edmund T. Allen.
Treasurer.....	Charles W. Barnes.
General Superintendent.....	Geo. F. Neale.

STOCK AND DEBT.

Amount subscribed.....	\$3,000 00
Funded debt.....	none.
Unfunded debt.....	71,218 26

REVENUE.

Total earnings	12,114 14
Average per mile of road.....	3,461 18

EXPENSES.

Taxes paid.....	\$ 259 00
Operating and general expenses.....	8,719 00

CHARACTERISTICS OF ROAD.

Miles of road.....	3.50
Gauge of track.....	4 ft. 8½ in.
Sidings	0.50

ROLLING STOCK.

Locomotives	2
Passenger cars.....	1
Other cars.....	5

EMPLOYES.

Number of men in section gang.....	6
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FOREST PARK AND CENTRAL.

This company was organized by articles of association filed October 8, 1877, with a capital stock of \$50,000.00, to build a narrow gauge railroad from some point on Union Avenue, between the north line of Forest Park and the Olive street road in the City of St. Louis, westward six miles to some point on Academy Lane in Central township, St. Louis county.

By certificate filed November 7th, 1881, the road is extended westward 12 miles to Creve Cœur Lake and to the Missouri River, and eastward 4 miles to a connection with the tracks of the Union Depot Company, making a total length of 22 miles. The gauge is changed to the standard gauge, and the capital stock is increased to \$10,000 a mile, making a total of \$220,000.

Track is laid from Forsyth Junction, a point on the Wabash, St. Louis and Pacific, between Forest Park and Rosedale Station, to Clayton, 3 miles.

GENERAL OFFICES AT ST. LOUIS.

EXECUTIVE OFFICERS.

President.....	W. W. Walker.
Vice-President.....	Amos Shultz.
Secretary.....	Edward B. Fox.

HANNIBAL AND ST. JOSEPH.

GENERAL OFFICES AT HANNIBAL.

DIRECTORS.

Frederick L. Ames.....	Boston, Mass.
M. P. Bush.....	Buffalo, N. Y.
William Dowd.....	New York, N. Y.
Jay Gould.....	New York, N. Y.
John Bloodgood.....	New York, N. Y.
George J. Gould.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.
Solon Humphreys.....	New York, N. Y.
Russell Sage.....	New York, N. Y.

EXECUTIVE OFFICERS.

President.....	William Dowd.....	New York.
Vice-President.....	Russell Sage.....	New York.
Secretary and Treasurer.....	John A. Hilton.....	New York.
Auditor.....	C. W. Winslow.....	Hannibal, Mo.
General Manager.....	John B. Carson.....	Hannibal, Mo.

STOCK.

Amount issued, paid up.....	\$14,251,724 00
Average per mile of road.....	48,836 00

FUNDED DEBT.

8 per cent. mortgage bonds.....	4,000,000 00
10 per cent. bonds on Kansas City and Cameron.....	1,200,000 00
8 per cent. bonds on Quincy Branch	433,000 00
Consolidated mortgage.....	3,000,000 00

Total.....	\$8,633,000 00
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Average per mile of road.....	29,582 00
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STOCK AND DEBT.

Total amount.....	22,884,724 00
Average per mile of road.....	78,418 00

REVENUE.

Total from passenger traffic.....	\$571,944 79
Total from freight traffic.....	1,609,900 88
Total from miscellaneous sources.....	237,755 16

Total transportation earnings.....	\$2,419,600 83
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Average traffic earnings per mile of road.....	\$8,161 36
Average per train mile (all trains).....	1 74
Total income from all sources.....	2,424,347 31

EXPENSES.

Total general and traffic expenses.....	\$1,400,521 29
Taxes in Missouri.....	32,610 11
Average expense per mile of road operated.....	4,755 00
Average expense per train mile (all trains).....	1.018
Per cent. of earnings.....	58

RATES.

Highest rate per passenger per mile.....	3½ cents.
Lowest rate per passenger per mile.....	1¼ cents.
Average rate per passenger per mile (local).....	3.26 cents.
Average rate per passenger per mile (all).....	2.55 cents.
Average rate per ton freight per mile (local).....	2.31 cents.
Average rate per ton freight per mile (all).....	1.216 cents.

CHARACTERISTICS OF ROAD.

Miles, Hannibal to St. Joseph.....	206.41
Miles, Palmyra to Quincy.....	12.77
Miles, Cameron to Kansas City.....	53.18
Miles, St. Joseph to Winthrop.....	19.47

Total miles owned by company.....	291 83
Total miles operated by company.....	294.55
Total miles double track.....	.41
Total miles sidings.....	55.54
Total miles steel rails.....	264.31
Weight per yard steel rail.....	52, 56 and 60 lbs
Gauge of track.....	4 ft. 8½ in.
Miles of stone ballast.....	48
Miles of gravel or cinder ballast.....	31
4 iron bridges, total length in feet.....	814
50 wooden bridges, total length in feet.....	5,229
Wooden trestles, total length in feet.....	21,583
Miles of wire fence.....	99
Miles of wooden fence.....	372
Maximum grade per mile in feet.....	120
Minimum radius of curvature in feet.....	1,274
Miles of curvature (all radii).....	76.24

ROLLING STOCK.

Number of locomotives.....	76
Number of passenger cars.....	35
Number of mail and baggage cars.....	18
Number of box cars.....	1,126
Number of stock cars.....	82
Number of platform cars.....	46
Number of other cars.....	599

EMPLOYES.

Number regularly employed.....	1,541
Number regularly employed in Missouri.....	1,463
Average number in section gangs.....	6
Average number miles to a gang.....	5

HANNIBAL & SOUTHWESTERN.

This Company was organized by articles of association filed January 19th, 1881, and immediately afterwards made purchase of the Ralls County Branch Railroad, which had been graded from New London southwest towards Mexico, twenty-five miles. During the year 1882, this Company expended \$25,000.00 in surveys and obtaining right of way between Hannibal and Kansas City, found a line via Mexico, Columbia, Rocheport and Brownsville, 224 miles long, with a maximum grade of 35 feet to the mile, and another line via Sturgeon and Brownsville, only 219 miles long, but more expensive than the other.

KANSAS CITY, FORT SCOTT AND GULF.

This Company was organized under the laws of the State of Kansas, and is operating long lines in Missouri.

GENERAL OFFICES AT KANSAS CITY, MO.

DIRECTORS.

H. H. Hunnewell.....	Boston, Mass.
Charles Merriam.....	Boston, Mass.
Francis Bartlett.....	Boston, Mass.
Sydney Bartlett.....	Boston, Mass.
J. H. Blake.....	Boston, Mass.
John A. Burnham, jr.....	Boston, Mass.
F. Gordon Dexter.....	Boston, Mass.
Alpheus Hardy.....	Boston, Mass.
Nathaniel Thayer, jr.....	Boston, Mass.
F. M. Weld.....	Boston, Mass.
R. P. McDonald.....	Fort Scott, Kan.
C. W. Blair.....	Fort Scott, Kan.
Ira Harris.....	Rosedale, Kan.

EXECUTIVE OFFICERS

President.....	H. H. Hunnewell.....	Boston, Mass.
Secretary and Treasurer.....	Chas. Merriam.....	Boston, Mass.
Comptroller.....	J. S. Ford.....	Kansas City, Mo.
General Manager.....	Geo. H. Nettleton.....	Kansas City, Mo.
Superintendent.....	L. W. Towne.....	Kansas City, Mo.

STOCK.

Total common stock issued.....	\$4,648,000 00
Total preferred stock contracted to be issued.....	2,750,000 00

Total stock account.....	\$7,398,000 00
Average per mile of road.....	19,035 00

FUNDED DEBT.

7 per cent bonds.....	\$2,561,900 00
Average per mile of road.....	6,592 00

STOCK AND DEBT.

Total	9,959,900 00
Average per mile of road.....	25,627 00

REVENUE.

From passenger traffic.....	441,381 89
From freight traffic.....	1,191,516 63
From other sources.....	121,045 12

Total	\$1,753,943 64
Total in Missouri.....	594,587 00
Average per mile of road operated.....	5,197 91
Average per train mile (all trains).....	1.92 2-10

EXPENSES.

Total—general and traffic expenses.....	1,003,624 90
Taxes in Missouri.....	16,246 48
Average expenses per mile of road operated.....	2,582 30
Average expenses per train mile (all trains).....	1.04
Per cent. of earnings.....	55 5-10

RATES.

Highest rate per passenger per mile.....	4 cents.
Lowest rate per passenger per mile.....	3 cents.
Average rate per passenger per mile.....	3 19-100 cents.
Highest rate per ton per mile.....	3 cents.
Lowest rate per ton per mile.....	7-10 cents.
Average rate per ton per mile.....	1 54-100 cents.

CHARACTERISTICS OF ROAD.

159.92 miles main, same in Missouri.....	2.22
27.54 miles Rich Hill line, same in Missouri (leased).....	23.08
102.85 miles Ft. Scott, S. E & M., same in Missouri.....	86.66
22.38 miles S. C. & J., same in Missouri.....	12.95
26.18 miles Kansas & Missouri, same in Missouri.....	6.64

1.28 miles Union Transit Co., same in Missouri.....	1.28
49.79 miles M. K. & Col., same in Missouri.....	.00
389.94 miles total all lines, same in Missouri.....	132.83
Miles of sidings in Missouri.....	35.81
Miles of steel rail in Missouri.....	66.14
Weight of same per yard.....	56 lbs.
Gauge (M. K. & Col., 49.79 miles narrow gauge).....	4 ft. 8½ in.
Miles of stone ballast.....	15
Miles of gravel or cinder ballast.....	4 5-10
1 iron bridge--total length in feet.....	96
8 combination bridges, total length in feet.....	740
8 wooden bridges, total length in feet.....	747
69 wooden trestles, total length in feet.....	9,134
Miles of wire fence.....	172.76
Miles of wooden fence.....	3.8
ROLLING STOCK.	
Number of locomotives.....	39
Number of passenger cars.....	21
Number of mail and baggage cars.....	10
Number of box cars.....	485
Number of other cars.....	1,043
Number of way cars.....	28
EMPLOYES.	
Number regularly employed.....	232
Average number of men in section gangs.....	6
Average number of miles to a section.....	8

KANSAS CITY, ST. JOSEPH AND COUNCIL BLUFFS.

GENERAL OFFICES AT ST. JOSEPH.

DIRECTORS.

Henry Parkman.....	Boston, Mass.
W. J. Ladd.....	Boston, Mass.
E. E. Pratt.....	Boston, Mass.
A. G. Stanwood.....	Boston, Mass.
W. W. Baldwin.....	Burlington, Iowa.
J. F. Barnard.....	St. Joseph, Mo.
A. B. Barnard.....	St. Joseph, Mo.
Jno. Wells.....	St. Joseph, Mo.
C. M. Carter.....	St. Joseph, Mo.

EXECUTIVE OFFICERS.

President.....	Henry Parkman.....	Boston, Mass.
Secretary.....	A. G. Stanwood.....	Boston, Mass.
Treasurer.....	E. E. Pratt.....	Boston, Mass.
Auditor.....	C. M. Carter.....	St. Joseph, Mo.
General Manager.....	T. J. Potter.....	Chicago, Ill.
General Superintendent.....	J. F. Barnard.....	St. Joseph, Mo.

STOCK.

Total amount paid in.....	\$5,735,656 71
Average per mile of road.....	18,504 00

DEBT.

7 per cent. mortgage bonds.....	5,000,000 00
7 per cent. mortgage bonds, N. V. R. R.....	368,000 00
7 per cent. mortgage bonds, T. V. R. R.....	408,000 00
Other bonds outstanding.....	1,174 51

Total funded debt.....	\$5,777,174 51
Average per mile of road.....	18,638 00
Amount unfunded debt.....	183,178 05

STOCK AND DEBT.

Total amount.....	11,512,831 22
Average per mile of road.....	37,142 00

REVENUE.

From passenger traffic.....	599,687 76
From freight traffic.....	1,290,708 34
From miscellaneous sources.....	64,731 98

Total transportation earnings.....	\$1,955,128 08
Average per mile of road.....	6,330 38
Average per train mile (all miles).....	1 73
Total income from all sources.....	1,962,417 68

EXPENSES.

Total general and traffic.....	1,187,021 80
Average per mile of road.....	3,790 00
Per train mile (all trains).....	1 04
Per cent. of earnings.....	60
Taxes paid in Missouri.....	29,000 00

RATES.

Highest rate per passenger per mile.....	4 cents.
Lowest rate per passenger per mile.....	3 cents.
Average rate per passenger per mile.....	3.02 cents.
Average rate per ton per mile.....	\$1 68

CHARACTERISTICS OF ROAD.

194.71 miles main line, same in Missouri.....	144.41
50.24 miles Hopkins' Branch, same in Missouri.....	50.24
31.53 miles Nodaway Valley Branch, same in Missouri.....	31.53
30.06 miles Tarkio Valley Branch, same in Missouri.....	25.42
2.26 miles East Nebraska City, same in Missouri.....	
1.17 miles East Atchison Branch, same in Missouri.....	1.17
9.00 miles Rulo Branch, same in Missouri.....	9.00
 318.97 Total	 261.77

ROLLING STOCK.

Number of locomotives.....	38
Number of passenger cars.....	20
Number of mail and baggage cars.....	11
Number of box cars.....	797
Number of hand and push cars.....	169
Number of platform cars.....	166
Number of official cars.....	1
Number of construction cars.....	1
Number of derrick cars.....	2
Number of way cars.....	16

EMPLOYES.

Number of persons regularly employed.....	1,300
Number of persons regularly employed in Missouri.....	1,225
Average number of persons in section gangs.....	7
Average number of miles to a gang.....	5

KANSAS CITY, SPRINGFIELD AND MEMPHIS.

This company was organized by articles of association filed September 10th, 1881.

The work of construction was commenced soon after, and the amount of completed road is reported at 117 miles, of which 97 miles are in Missouri.

It is expected this road will be completed and in operation to Memphis by July 1st, next, operated by the K. C., Ft. S. & G. R. R. Co.

GENERAL OFFICES AT KANSAS CITY, MO.

DIRECTORS.

H. H. Hunnewell	Boston, Mass.
Jno. A. Burnham.....	Boston, Mass.
Sidney Bartlett.....	Boston, Mass.
Nathaniel Thayer, Jr.....	Boston, Mass.
Charles Merriam.....	Boston, Mass.

Geo. H. Nettleton	Kansas City, Mo.
Jefferson Brumback.....	Kansas City, Mo.
Wallace Pratt.....	Kansas City, Mo.
L. W. Towne.....	Kansas City, Mo.
J. S. Ford.....	Kansas City, Mo.
Watson J. Terrey.....	Kansas City, Mo.
J. H. Grumert.....	Kansas City, Mo.
Chas. W. Blair.....	Ft. Scott, Kansas.

EXECUTIVE OFFICERS.

President.....	Geo. H. Nettleton.....	Kansas City, Mo.
Secretary.....	J. S. Ford.....	Kansas City, Mo.
Treasurer.....	Charles Merriam.....	Boston, Mass.
General Superintendent.....	L. W. Towne.....	Kansas City, Mo.

STOCK.

Total amount subscribed.....	\$5,250,000 00
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FUNDED DEBT.

Total amount to be issued, 6 per cent. bonds	7,000,000 00
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REVENUE.

This road is in process of construction.

CHARACTERISTICS OF ROAD.

Length of completed line from Springfield east and in Arkansas	117 miles.
Length of road in Missouri (completed).....	97 "
Length of sidings in Missouri.....	3.50 "
Miles of steel rail in Missouri	97 "
Weight of same per yard.....	56 pounds.
2 iron bridges—total length in feet.....	290

ROLLING STOCK.

Number of locomotives	10
Number of box cars.....	25
Number of platform cars.....	100

MISSOURI, KANSAS & TEXAS.

This road passed under the control of the Missouri Pacific Company, December 1, 1880.

GENERAL OFFICES SAME AS MISSOURI PACIFIC.

DIRECTORS.

Jay Gould.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
Geo. J. Forrest.....	New York, N. Y.
Thos. T. Eckert.....	New York, N. Y.
Wm. Bond.....	New York, N. Y.
N. L. McCready.....	New York, N. Y.
A. G. Dalman.....	New York, N. Y.
Samuel Sloan.....	New York, N. Y.
Thos. W. Pearsoll.....	New York, N. Y.
Fred. L. Ames.....	Boston, Mass.
Frank S. Bond.....	Philadelphia, Pa.
R. S. Hays.....	St. Louis, Mo.
R. C. Cross.....	Emporia, Kan.
C. H. Pratt.....	Humbolt, Kan.
David Kelsoe.....	Parsons, Kan.

EXECUTIVE OFFICERS.

President.....	Jay Gould.....	New York.
First Vice-President.....	R. S. Hays.....	St. Louis.
Third Vice-President.....	H. M. Hoxie.....	St. Louis.
Secretary and Treasurer.....	H. B. Henson.....	New York.
General Auditor.....	C. G. Warner.....	St. Louis.
General Transportation Manager.....	A. A. Talmage.....	St. Louis.

STOCK.

Total amount paid in.....	\$46,417,468 06
Average per mile of road.....	35,623 50

FUNDED DEBT.

Total amount.....	\$40,713,717 15
Total amount unfunded debt (interest).....	2,242,881 97

Total debt liabilities.....	\$42,956,599 12
Average per mile of road.....	32,967 45

STOCK AND DEBT.

Total amount.....	\$89,374,067 18
Average per mile of road.....	68,591 00

REVENUE.

From passenger traffic.....	\$ 1,672,622 25
From freight traffic.....	4,729,476 46
From other sources.....	48,365 30
Total transportation earnings.....	\$6,450,464 01
Total in Missouri.....	1,253,694 50
Average per mile of road operated.....	5,055 22
Average per train mile (all trains).....	1 69
Total income from all sources.....	6,657,226 83

EXPENSES.

Total operating expenses.....	4,295,503 22
Average per mile of road operated.....	3,126 28
Average per train mile (all trains).....	1 12
Per cent. of earnings	66 59
Total expenses of all kinds.....	4,376,045 77

RATES.

Average rate per passenger per mile.....	2.63 cents.
Average rate per ton per mile.....	1.60 cents.

CHARACTERISTICS OF ROAD.

Miles of road operated.....	1,374
Miles of road owned.....	1,303
Miles of road owned and operated in Missouri.....	247.80
Miles of sidings in Missouri.....	35
Miles of steel rail in Missouri.....	237.8
Weight of same per yard.....	52 pounds.
Gauge	4 ft. 8½ in.
Miles of stone ballast.....	13½ miles.
Miles of gravel or cinder ballast.....	8½ miles.
5 iron bridges—total length in feet.....	1,899
19 combination bridges—total length in feet.....	2,006.41
81 wooden bridges—total length in feet.....	2,952.96
115 wooden trestles—total length in feet.....	9,172
Miles of wire fence.....	171½
Miles of wooden fence.....	162
Maximum grade per mile in feet.....	74.44

ROLLING STOCK.

Number of locomotives	140
Number of passenger cars.....	52
Number of sleeping cars.....	5
Number of mail and baggage cars.....	30
Number of box cars.....	1,958
Number of platform cars.....	45
Number of other cars.....	2,158

EMPLOYES.

Number regularly employed.....	4,215
Number regularly employed in Missouri.....	1,030
Average number in section gangs.....	5½
Average number of miles to a gang.....	5½

MISSOURI PACIFIC.

GENERAL OFFICES AT ST. LOUIS.

DIRECTORS.

Jay Gould.....	New York, N. Y.
George J. Gould.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
Samuel Sloan.....	New York, N. Y.
H. G. Marquand.....	New York, N. Y.
A. L. Hopkins.....	New York, N. Y.
Geo. J. Forrest.....	New York, N. Y.
Thos. T. Eckert.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.
Wm. F. Bulkley.....	New York, N. Y.
F. L. Ames	Boston, Mass.
S. H. H. Clark.....	Omaha, Neb.
R. S. Hayes.....	St. Louis, Mo.

EXECUTIVE OFFICERS.

President.....	Jay Gould.....	New York.
First Vice-President.....	R. S. Hayes.....	St. Louis.
Third Vice-President.....	H. M. Hoxie.....	St. Louis.
Secretary and Treasurer.....	A. H. Calef	New York.
General Auditor.....	C. G. Warner.....	St. Louis.
General Transportation Manager.....	A. A. Talmage.....	St. Louis.

STOCK.

Total amount paid in.....	\$29,958,900 00
Average per mile of road owned.....	35,121 80

FUNDED DEBT.

First mortgage, 6 per cent. bonds Pacific Railroad of Missouri.....	7,000,000 00
Second mortgage, 7 per cent. bonds Pacific Railroad of Missouri.....	2,573,000 00
Real estate security, 8 per cent. bonds Pacific Railroad of Missouri.....	800,000 00
First mortgage, 6 per cent. bonds, Carondelet Branch.....	245,000 00
First mortgage, 5 per cent. bonds, Lexington Branch.....	650,000 00
Third mortgage, 7 per cent. bonds, Missouri Pacific Railway Co.....	3,828,000 00
First mortgage, 7 per cent. bonds, Wyandotte, K. C. & N. W.....	4,000 00
First mortgage, 7 per cent. bonds, Missouri River Railroad.....	205,000 00
First mortgage, 7 per cent. bonds, Leavenworth, Atchison & N.W.R'y	190,000 00
Consolidated mortgage 6 per cent. bonds, Missouri Pacific Railway.....	9,184,000 00

Total.....	\$24,679,000 00
Average per mile of road owned.....	28,932 00

STOCK AND DEBT.

Total amount.....	54,637,900 00
Average per mile of road owned.....	64,053 80

REVENUE.

From passenger traffic.....	\$2,186,018 67
From freight traffic.....	5,747,833 24
From miscellaneous sources.....	17,490 28
Total transportation earnings.....	\$7,951,342 19
Average per mile of road operated	9,556 90
Average per train mile (all trains).....	2 56
Earnings in Missouri on 677 miles.....	6,470,021 00
Total income from all sources.....	8,689,825 05
Average per mile of road	10,444 50
Total income is per cent. of stock and debt.....	16

EXPENSES.

Conducting transportation.....	1,327,679 11
Motive power.....	1,068,172 63
Maintenance of way.....	1,309,616 06
Maintenance of cars.....	373,897 34
General expenses.....	142,925 19
Taxes	148,573 55
Total expenses of operating road.....	\$4,370,863 88
Average per mile of road.....	5,253 44
Per train mile (all trains).....	1.408
Per cent. of earnings	55
Total expense of all kinds	4,518,610 23
Net income.....	4,171,214 82
Average total expenses per mile of road.....	5,431 00
Total expense is per cent. of total income.....	52
Net income is per cent. of stock and debt.....	7 3-5

RATES.

Average rate of fare per mile, all passengers.....	2.29 cents.
Average rate per ton per mile, all freight.....	1.43 cents.

CHARACTERISTICS OF ROAD.

496 miles main lines, same in Missouri.....	283.12
13 miles Carondelet Branch, same in Missouri.....	13.00
1 mile Poplar street track, St. Louis same in Missouri.....	1.00
12 miles Creve Cœur Branch, same in Missouri.....	12.00
40 miles Jefferson City & S. W., same in Missouri.....	40.00
44 miles Boonville & Versailles, same in Missouri (leased).....	44.00
90 miles Lexington Branch, same in Missouri.....	90.00
115 miles Holden to Leroy Junetion, same in Missouri.....	36.25
20 miles Osawattanee, Kas., to Ottawa, Kas., same in Missouri.....	00.00
133 miles Pleasant Hill to Joplin, same in Missouri.....	133.00
3 miles Warrensburg to Stone Quarries.....	3.00
4 miles Glenco to Lime Kilns.....	4.00
971 miles total. Operated in Missouri.....	659.37
Miles of branches owned by the company.....	374
Miles of branches owned by the company in Missouri.....	293
All standard gauge.	
Miles of sidings in Missouri.....	155
Miles of steel rails.....	504
Weight of same per yard.....	52.56, 60 and 63 lbs.
Miles of stone ballast in Missouri.....	73
Miles of gravel or cinder ballast.....	33
26 iron bridges, total length in feet.....	4,487.70

59 combination bridges, total length in feet.....	6,391.75
123 wooden bridges, total length in feet.....	6,221.90
348 wooden trestles, total length in feet.....	34,260.50
Miles of wire fence.....	220
Miles of wooden fence.....	238
Maximum grade per mile in feet.....	70
Minimum radius of curvature in feet.....	955

ROLLING STOCK.

Number of locomotives.....	152
Number of passenger cars.....	72
Number of sleeping cars.....	9
Number of mail and baggage cars.....	30
Number of box cars.....	2,474
Number of platform cars.....	98
Number of other cars.....	2,130

EMPLOYES.

Number regularly employed.....	4,229
Number regularly employed in Missouri.....	3,037
Average number in section gangs.....	5
Average number of miles to each gang.....	5½

RIVERSIDE IRON WORKS COMPANY'S RAILROAD.

This company has a standard gauge double track road, branching from the St. Louis, Salem and Little Rock Railroad at Salem and running south-east seven miles.

Sidings.....	500 feet.
Employees.....	9

ST. JOE & DESLOGES.

This railway is the property of two mining companies, and not of any railway company.

The line extends from Summit Station on the St. Louis, Iron Mountain & Southern Railway to Bonne Terre in St. Francois county.

GENERAL OFFICES AT BONNE TERRE, ST. FRANCOIS COUNTY.

President.....	J. Wyman Jones.
Superintendent.....	C. B. Parsons.

CHARACTERISTICS OF ROAD.

Miles of road.....	13
Miles of sidings.....	1
Gauge.....	3 feet.
Weight of rail.....	35 lbs per yard.

ROLLING STOCK

Number of locomotives.....	3
Number of passenger cars.....	1
Number of box cars.....	2
Number of ore cars.....	50

ST. JOSEPH & DES MOINES.

This company was organized by articles of association filed August 25th, 1877, to build a narrow gauge railroad from St. Joseph to Albany. Work was commenced in 1877, and the road was completed to Albany October 15th, 1879. The line is said to be under the control of the Chicago, Burlington & Quincy.

GENERAL OFFICES AT ST. JOSEPH.

DIRECTORS.

J. F. Barnard.....	St. Joseph, Mo.
C. M. Carter.....	St. Joseph, Mo.
C. E. Perkins.....	Burlington, Ia.
H. B. Scott.....	Burlington, Ia.
T. S. Howland.....	Burlington, Ia.
W. W. Baldwin.....	Burlington, Ia.

EXECUTIVE OFFICERS.

President.....	W. W. Baldwin.....	Burlington, Ia.
Secretary and Auditor.....	C. M. Carter.....	St. Joseph, Mo.
Treasurer.....	H. B. Scott.....	Burlington, Ia.
General Manager.....	T. J. Potter.....	Chicago, Ill.
General Superintendent.....	J. F. Barnard.....	St. Joseph, Mo.

STOCK.

Total amount paid in.....	\$30,400 00
Average per mile of road.....	609 00

FUNDED DEBT.

First mortgage 8 per cent. bonds.....	\$175,000 00
Average per mile of road.....	3,507 00

STOCK AND DEBT.

Total stock and debt.....	\$205,400 00
Average per mile of road.....	4,116 00

REVENUE.

From passenger traffic.....	\$33,536 10
Freight traffic.....	45,151 31

Total.....	\$78,687 31
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Average per mile of road.....	1,573 74
Per train mile (all trains).....	1 20

EXPENSES.

Total, all expenses.....	\$47,419 40
Average per mile of road.....	950 28
Average per train mile (all trains).....	0 727
Per cent. of earnings.....	60.2
Taxes paid in Missouri.....	2,772 18

RATES.

Highest rate per passenger per mile.....	4 cents.
Lowest rate per passenger per mile.....	3 cents.
Average rate per ton per mile (all freight).....	8.45 cents.

CHARACTERISTICS OF ROAD.

Miles main line.....	49.90
Miles sidings.....	1.67
Miles steel rail.....	none.
Gauge.....	3 feet.
5 wooden bridges—total length in feet.....	499
97 trestles—total length in feet.....	5,684.30

ROLLING STOCK.

Number of locomotives.....	3
Number of passenger cars.....	4
Number of box cars.....	43
Number of platform cars.....	22
Number of other cars.....	19

EMPLOYES.

Number regularly employed.....	60
Number in section gangs.....	4
Number miles to a gang.....	5½

ST. LOUIS BRIDGE COMPANY AND THE TUNNEL RAILROAD COMPANY OF ST. LOUIS.

These are separate companies, but the business of both is transacted by the Bridge Company. Both are leased to the Missouri Pacific and the Wabash, St. Louis and Pacific Railway Company.

The Bridge Company owns 7,600 feet of railroad track, and the Tunnel Company 4,800 feet, making a total of 12,400 feet, or about $2\frac{1}{3}$ miles.

Of this we estimate one mile and fifteen one-hundredths to be in Missouri.

GENERAL OFFICES AT ST. LOUIS.

EXECUTIVE OFFICERS BRIDGE COMPANY.

President	Julius S. Walsh....	St. Louis, Mo.
Vice-President, Secretary and General Manager..	Wm. Taussig.....	St. Louis, Mo.
Auditor.....	James Hanna.....	St. Louis, Mo.

Capital stock Bridge Company	\$7,990,000 00
First mortgage 7 per cent. bonds.....	5,000,000 00

EXECUTIVE OFFICERS TUNNEL COMPANY.

President	Julius S. Walsh ...	St. Louis, Mo.
Vice-President, Secretary and Treasurer.....	Wm. Taussig.....	St. Louis, Mo.
General Manager.....	Wm. Taussig.....	St. Louis, Mo.

STOCK.

Capital stock, Tunnel Company.....	\$1,250,000 00
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REVENUE.

From passenger traffic.....	379,445 64
From freight traffic	728,708 57
From all other sources.....	270,282 16

Total income from all sources	\$1,378,436 37
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EXPENSES.

Total	1,326,980 29
Total net income.....	51,456 08

ST. LOUIS, HANNIBAL AND KEOKUK.

During the year this line has been extended south to Gilmore, on the W., St. L. & P. R'y, which point is eighty-one and three-fourths miles from Hannibal stock yards.

GENERAL OFFICES AT HANNIBAL, MO.

DIRECTORS.

W. W. Walker.....	Hannibal, Mo.
W. B. Elliott.....	Hannibal, Mo.
S. R. Woolfolk.....	Troy, Mo.
Walton Perkins.....	Troy, Mo.
S. J. Reynolds.....	Bowling Green, Mo.
N. S. Dimmitt.....	New London, Mo.
Jos. McCune.....	McCune, Mo.
Jno. F. Ely.....	Cedar Rapids, Iowa.
Geo. Douglass.....	Cedar Rapids, Iowa.
Wm. Greene.....	Cedar Rapids, Iowa.
Wm. Buchanan.....	Cedar Rapids, Iowa.
D. C. Blair.....	New York, N. Y.
Chas. E. Vail.....	Blairstown, N. J.

EXECUTIVE OFFICERS.

President and General Superintendent.....	W. W. Walker.
Vice-President.....	Jno. F. Ely.
Secretary.....	Wm. Buchanan.
Auditor.....	W. H. Ide.
Treasurer.....	Wm. Greene.

STOCK.	
Capital stock issued and paid in.....	\$1,644,000 00
Capital stock paid in on shares not issued.....	495,600 00
Total amount paid in.....	\$2,139,600 00
Average per mile of road.....	26,172 50

FUNDDED DEBT.	
First mortgage 7 per cent. bonds.....	129,000 00
Average per mile of road.....	1,578 00

STOCK AND DEBT.	
Total amount of stock and bonded debt,.....	2,268,600 00
Average per mile of road.....	27,750 50

REVENUE.	
From passenger traffic.....	\$ 16,053 41
From freight traffic.....	61,599 32
From other sources.....	4,024 08
Total	\$81,676 81
Average per mile of road operated (84.35 miles).....	968.31
EXPENSES.	
Total traffic and general.....	49,534 78
Average per mile of road operated.....	587 00
Per cent. of earnings.....	60
Taxes in Missouri	3,683 92
CHARACTERISTICS OF ROAD.	
Miles from Hannibal stock yards to Gilmore.....	\$1.75
Total miles operated.....	84.35
ROLLING STOCK.	
Number of locomotives (leased).....	5
Number of passenger cars (leased).....	2
Number of combined passenger cars (leased).....	2
Number of mail and baggage cars (leased).....	1
Number of freight cars (leased).....	40
Number of platform cars (leased).....	25

ST. LOUIS, IRON MOUNTAIN & SOUTHERN.

GENERAL OFFICES AT ST. LOUIS.

DIRECTORS.

R. S. Hayes.....	St. Louis, Mo.
R. J. Laekland.....	St. Louis, Mo.
R. C. Kerns.....	St. Louis, Mo.
Jay Gould.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
H. G. Marquand.....	New York, N. Y.
J. L. Lowry.....	New York, N. Y.
Samuel Shethar.....	New York, N. Y.
John T. Terry.....	New York, N. Y.
Thos. T. Eckert.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.
Fred. L. Ames.....	Boston, Mass.
Henry Whelen.....	Philadelphia, Pa.

EXECUTIVE OFFICERS.

President.....	Jay Gould.....	New York.
First Vice-President.....	R. S. Hayes.....	St. Louis.
Third Vice-President.....	H. M. Hoxie.....	St. Louis.
Secretary and Treasurer.....	A. H. Calef	New York.
General Auditor.....	C. G. Warner.....	St. Louis.
General Transportation Manager.....	A. A. Talmage.....	St. Louis.

STOCK.

Total amount paid in.....	\$22,084,085 00
Average per mile of road owned	25,038 64

FUNDED DEBT.

Total amount.....	33,929,901 27
Average per mile of road.....	38,469 27

STOCK AND DEBT.

Total amount.....	56,013,986 27
Average per mile of road.....	63,507 91

REVENUE.

From passenger traffic.....	1,793,531 90
From freight traffic.....	5,779,571 19
From other sources.....	9,105 63

Total transportation earnings.....	\$7,582,208 72
Average per mile of road operated (783 miles).....	9,683 54
Average per train mile (all trains).....	2 16
Total in Missouri (389 miles).....	3,766,897 06
Total income from all sources.....	7,685,101 11
Per cent. of stock and debt.....	13.7
Net income (deducting total expenses).....	3,338,850 02
Per cent. of stock and debt.....	5 98-100

EXPENSES.

Conducting transportation.....	1,271,929 47
Motive power.....	969,553 50
Maintenance of way.....	1,114,990 06
Maintenance of cars.....	348,368 16
General expenses.....	141,746 71
Taxes.....	94,468 86

Total	\$3,941,056 76
Average per mile of road.....	5,033 28
Average per train mile (all trains).....	1 12
Per cent. of traffic earnings.....	51 97-100
Total expenses of all kinds.....	4,346,251 09

RATES.

Average rate of fare per mile (all passengers).....	2 97-100 cents.
Average rate per ton per mile (all freight).....	1 50-100 cents.

CHARACTERISTICS OF ROAD.

490 miles, St. Louis to Texarkana, same in Missouri.....	186
4 miles, Mineral Point to Potosi, same in Missouri.....	4
120 miles, Bismarck to Belmont, same in Missouri	120
71 miles, Poplar Bluff to Bird's Point, same in Missouri.....	71
7.35 miles, Neelyville, westward, same in Missouri.....	7.35
140 miles, Knobel to Helena, same in Missouri.....	.000
13 miles, Kerrigan Junction, westward, same in Missouri.....	.000
34 miles, Gordon to Camden, same in Missouri.....	.00
.35 miles, Extension to Fourth street, St. Louis, same in Mo....	0.35
 879.70 total miles, same in Missouri.....	388 70
Miles of double track in Missouri.....	10
Miles of sidings in Missouri.....	107
Miles of steel rail in Missouri.....	286
Weight of same per yard.....	60 lbs.
Gauge	4 ft. 8½ in.
Miles of stone ballast.....	169
Miles of gravel or cinder ballast.....	360
One iron bridge, total length in feet.....	498
4 combination bridges, total length in feet.....	498
72 wooden bridges, total length in feet.....	7,167
234 wooden trestles, total length in feet.....	34,105
Miles of wire fence.....	30
Miles of wooden fence.....	106
Maximum grade in feet to the mile.....	100
Minimum radius of curvature in feet.....	716

ROLLING STOCK.

Number of locomotives.....	141
Number of passenger cars.....	60
Number of sleeping cars.....	2
Number of mail and baggage cars.....	34
Number of box cars.....	3,287
Number of platform cars.....	1,295
Number of other cars.....	161

EMPLOYES.

Number regularly employed..... :	4,890
Number regularly employed in Missouri.....	2,478
Average number in section gangs.....	8
Average number of miles to a gang.....	6½

ST. LOUIS, KEOKUK & NORTHWESTERN.

GENERAL OFFICES AT KEOKUK, IA.

DIRECTORS.

W. W. Baldwin.....	Burlington, Ia.
H. B. Scott.....	Burlington, Ia.
T. S. Howland.....	Burlington, Ia.
J. H. Anderson.....	Keokuk, Ia.
T. J. Potter.....	Chicago, Ill.

EXECUTIVE OFFICERS.

President.....	W. W. Baldwin.....	Burlington, Ia.
Vice-President and Gen'l Manager..	T. J. Potter.....	Chicago, Ill.
Secretary.....	Howard Elliott.....	Keokuk, Ia.
Auditor.....	Jno. L. Lathrop.....	Chicago, Ill.
Treasurer.....	J. C. Peasley.....	Chicago, Ill.
General Superintendent.....	R. Law.....	Keokuk, Ia.

STOCK.

Capital stock paid in.....	\$2,700,000 00
K. & N. W. stock.....	720,000 00
<hr/>	<hr/>
Total.....	\$3,420,000 00
Average per mile of road.....	19,481 63

DEBT.

Income, 7 per cent. bonds.....	1,080,000 00
First mortgage 7 per cent. bonds.....	1,620,000 00
K. & N. W.....	480,000 00
<hr/>	<hr/>
Total amount of funded debt.....	\$3,180,000 00
Average per mile of road.....	18,114 50

STOCK AND DEBT.

Total amount.....	\$6,600,000 00
Average per mile of road.....	37,596 13

REVENUE.

From passenger traffic.....	162,184 73
From freight traffic.....	248,800 06
From other sources.....	509 46
<hr/>	<hr/>
Total.....	\$411,494 25
Average per mile of road.....	2,260 95
Earnings in Missouri.....	274,330 00

EXPENSES.

Total expenses of operating road.....	\$ 393,054 88
Average per mile of road operated.....	2,155 00
Per cent. of transportation earnings.....	95
Total expenses.....	412,988 44
Taxes in Missouri	9,953 18

RATES.

Highest rate per passenger per mile.....	3 cents.
Average rate per passenger per mile.....	2½ cents.
Highest rate per ton per mile.....	25 cents.
Lowest rate per ton per mile.....	1½ cents.
Average rate per ton per mile.....	3 34-100 cents.

CHARACTERISTICS OF ROAD.

134.2 miles, Keokuk to St. Peters—same in Missouri.....	129.42
48.2 miles, Keokuk & Northwestern—same in Missouri.....	.....
182.4 miles total—same in Missouri.....	129.42
Miles of sidings in Missouri.....	11.00
Miles of steel rail in Missouri.....	27.34
Weight of same per yard.....	56 pounds.
Gauge.....	4 ft. 8½ in.
1 iron bridge—total length in feet.....	190
15 combination bridges—total length in feet.....	1,178
40 wooden bridges—total length in feet.....	2,984
Wooden trestles—total length in feet.....	14,237
Miles of wire fence.....	7½
Miles of wooden fence.....	37½
Maximum grade in feet to the mile.....	52
Minimum radius of curvature in feet.....	955

ROLLING STOCK.

Number of locomotives.....	13
Number of passenger cars.....	11
Total freight cars.....	355

EMPLOYES.

Total number regularly employed.....	740
Total number regularly employed in Missouri.....	565
Average number in section gangs.....	4
Average number of miles to a gang.....	6

ST. LOUIS, SALEM AND LITTLE ROCK.

GENERAL OFFICES AT 411 NORTH THIRD STREET, ST. LOUIS, OR AT
SALEM, MISSOURI.

DIRECTORS.

R. S. Hayes.....	St. Louis, Mo.
C. W. Rogers	St. Louis, Mo.
H. A. Crawford.....	St. Louis, Mo.
E. L. Foote	St. Louis, Mo.
A. L. Crawford.....	New Castle, Penn.
W. L. Scott.....	Erie, Penn.
Jay Gould.....	New York, N. Y.

EXECUTIVE OFFICERS.

President	A. L. Crawford.....	New Castle, Penn.
Vice-President.....	H. A. Crawford.....	St. Louis, Mo.
Auditor, Asst. Sec'y and Asst. Treas.....	E. L. Foote.....	St. Louis, Mo.
Superintendent	E. B. Sankey.....	Salem, Mo.

STOCK.

Total amount.....	\$1,000,000 00
Average per mile of road (54.04 miles).....	18,500 00

FUNDED DEBT.

Total amount.....	1,000,000 00
Average per mile of road.....	18,500 00

STOCK AND DEBT.

Total amount.....	2,000,000 00
Average per mile of road.....	37,000 00

REVENUE.

From passenger traffic.....	14,337 76
From freight traffic	142,053 59
From other sources.....	2,756 58

Total transportation earnings.....	\$159,147 93
Average per mile of road.....	2,945 00
Total income from all sources	160,018 27

EXPENSES.

Total expenses.....	57,961 10
Average per mile of road.....	1,072 50
Per cent. of earnings.....	36
Taxes	3,083 86

RATES.

Passenger rate on all	4 cents.
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CHARACTERISTICS OF ROAD.

Miles of main line, Cuba to Salem.....	41
Miles of Sligo Furnace R. R. (branch).....	5.19
Miles of Dent and Phelps R. R. (branch).....	3.87
Miles of Plank Bank R. R. (branch).....	3.98
 Total.....	54.04
Miles of sidings.....	2.50
Miles of steel rail	6.
Weight of same per yard.....	52 and 56 lbs.
Miles of gravel or cinder ballast.....	30.
3 combination bridges—total length in feet.....	568
2 wooden bridges—total length in feet.....	204
Wooden trestles—total length in feet.....	400
Maximum grade on Sligo branch in feet	316
Gauge	4 ft. 9 in.

ROLLING STOCK.

Number of locomotives	5
Number of passenger combination cars.....	1
Number of caboose cars.....	3
Number of ore cars.....	107

EMPLOYES.

Number regularly employed by company.....	70
Number regularly employed by company in Missouri.....	68
Average number in section gangs.....	5
Average number of miles to a gang.....	8

ST. LOUIS AND SAN FRANCISCO.

GENERAL OFFICES AT ST. LOUIS.

DIRECTORS.

Edward F. Winslow.....	New York, N. Y.
C. P. Huntington.....	New York, N. Y.
Leland Stanford.....	New York, N. Y.
Jay Gould.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
Jesse Seligman.....	New York, N. Y.
Jas. D. Fish.....	New York, N. Y.
Wm. F. Buckley.....	New York, N. Y.
A. S. Hatch.....	New York, N. Y.
A. W. Nickerson	Boston, Mass.
Walter L. Frost.....	Boston, Mass.
Chas. W. Rogers.....	St. Louis, Mo.
R. S. Hayes.....	St. Louis, Mo.

EXECUTIVE OFFICERS.

President.....	E. F. Winslow.....	New York, N. Y.
Vice-President and Gen'l Mang'r.....	C. W. Rogers.....	St. Louis, Mo.
Secretary and Treasurer.....	T. W. Lillie.....	New York, N. Y.
Auditor	A. Douglas.....	St. Louis, Mo.

STOCK.

First preferred stock.....	\$4,500,000 00
Preferred stock.....	10,000,000 00
Common stock.....	10,500,000 00
Total.....	\$25,000,000 00
Average per mile of Road.....	34,722 00

DEBT.

Total bonded debt.....	\$20,364,000 00
Average per mile of road (720 miles).....	28,283 00

STOCK AND BONDS.

Total.....	\$45,364,000 00
Average per mile of road.....	63,005 00

REVENUE.

From passenger traffic.....	\$888,687 13
From freight traffic.....	2,683,553 79

Total transportation earnings.....	\$3,572,240 92
In Missouri.....	2,265,641 22
Average per mile of road operated.....	5,279 00
Average per train mile (all trains).....	1.6984
Per cent. of liabilities.....	7.8
Net earnings.....	2,151,518 82
Per cent. of liabilities.....	4.7

EXPENSES.

Total operating expenses.....	\$1,591,738 59
Average per mile of road.....	2,196 00
Average per train mile (all trains).....	74.49
Per cent. of transportation earnings.....	44.56
Taxes in Missouri.....	40,197 78

RATES.

Highest passenger rate per mile.....	4 cents.
Average rate of fare per mile (all passengers).....	3.68 cents.
Average rate per ton per mile (all freight).....	1.93 cents.

CHARACTERISTICS OF ROAD.

292.62 miles, Pacific to Seneca, same in Missouri.....	292.62
74 miles, Pierce City to Oswego, Ks., same in Missouri.....	44.
10.13 miles, Oronogo branch of same, same in Missouri.....	10.13
144.62 miles, Oswego, Ks., to Wichita, Ks., same in Missouri.....	00.00
47.25 miles, Galena to Girard, Ks., same in Missouri.....	29.53
132.50 miles, Plymouth to Fort Smith, Ark., same in Missouri.....	32.40
19 miles, Springfield to Ozark, same in Missouri.....	19.00

8.24 miles, Pacific to St. Louis, same in Missouri.....	8.24
1.50 miles, Granby branch, same in Missouri.....	1.50
729.86 miles. Total in Missouri.....	437.42
Miles steel rail in Missouri.....	213.37
Weight of same per yard.....	56 lbs.
Gauge	4 ft. 8½ in.

ROLLING STOCK.

Number of locomotives.....	79
Number of directors' cars.....	2
Number of passenger cars.....	33
Number of pay cars.....	1
Number of sleeping cars, half interest in.....	3
Number of mail and baggage cars.....	18
Number of box cars.....	1,187
Number of caboose cars.....	43
Number of other cars.....	1,514

SEDALIA, WARSAW AND SOUTHERN.

(Controlled and operated as part of the Missouri Pacific Railway.)

DIRECTORS.

Jay Gould.....	New York, N. Y.
C. S. Greeley.....	St. Louis, Mo.
D. M. Edgerton	St. Louis, Mo.
R. S. Hayes.....	St. Louis, Mo.
C. G. Warner	St. Louis, Mo.
D. S. H. Smith.....	St. Louis, Mo.
J. H. Dowland.....	Sedalia, Mo.

EXECUTIVE OFFICERS.

President.....	Jay Gould.....	New York, N. Y.
Vice-President	R. S. Hays.....	St. Louis, Mo.
Secretary	J. H. Dowland.....	Sedalia, Mo.
Auditor.....	C. G. Warner.....	St. Louis, Mo.
Treasurer.....	D. S. H. Smith	St. Louis, Mo.
General Manager (operated as branch of K. & T. Division of Mo. Pacific Railway.)		

STOCK.

Total amount paid in.....	\$305,033 60
Average per mile of road	7,219 73

DEBT.

Total amount of funded debt.....	\$ 392,080 00
Average per mile of road.....	9 280 00

STOCK AND DEBT.

Total amount.....	697,113 60
Average per mile of road	16,499 73

REVENUE.

From passenger traffic.....	14,245 99
From freight traffic.....	17,696 68

Total transportation earnings.....	\$31,942 67
Average per mile of road	760 54
Average per train mile (all trains).....	1 11

EXPENSES.

Total operating expenses.....	23,590 76
Average per mile of road.....	558 36
Average per train mile (all trains).....	82
Per cent. of earnings.....	74
Taxes	2,162 67
Total expenses.....	25,375 85

RATES.

Highest rate of fare per mile.....	4 cents.
Lowest rate of fare per mile.....	2 "
Average rate of fare per mile.....	3 "
Highest rate of freight per ton per mile.....	40 "
Lowest rate of freight per ton per mile.....	4 "

CHARACTERISTICS OF ROAD.

Miles, Sedalia to Warsaw	42.25
Miles of sidings.....	1.50
Gauge	3 feet.
5 wooden bridges--total length in feet.....	560
66 wooden trestles--total length in feet.....	2,688
*Maximum grade in feet	68½
Minimum radius of curvature in feet.....	537 9-10

ROLLING STOCK.

Number of locomotives.....	2
Number of passenger cars.....	1
Number of mail and baggage cars.....	2
Number of box cars.....	13
Number of platform cars.....	24
Number of stock cars	6
Number of other cars.....	3

EMPLOYES.

Number of persons regularly employed.....	29
Average number in section gang.....	4
Average number miles to a gang.....	14

TEXAS AND ST. LOUIS R'Y IN MISSOURI AND ARKANSAS.

This company is a consolidation of the Little River Valley & Arkansas R. R. Co. and the Texas and St. Louis Railway Company of Arkansas; consolidated under the name of Texas & St. Louis R'y Co. in Missouri and Arkansas; articles of agreement filed November 29, 1881.

GENERAL OFFICES AT ST. LOUIS.

DIRECTORS.

J. W. Paramore.....	St. Louis, Mo.
Leonard Mathews.....	St. Louis, Mo.
S. A. Bemis.....	St. Louis, Mo.
Geo. D. Fisher.....	St. Louis, Mo.
S. W. Fordyce.....	Hot Springs, Ark.
John Parham.....	Forest City, Ark.
N. T. White.....	Pine Bluff, Ark.
Geo. W. Brown.....	Clarendon, Ark.
Wm. Black.....	Brinkley, Ark.

EXECUTIVE OFFICERS.

President.....	J. W. Paramore.....	St. Louis, Mo.
Vice-President.....	S. W. Fordyce.....	Hot Springs, Ark.
Secretary.....	A. C. Stewart.....	St. Louis, Mo.
Auditor.....	E. F. Walker.....	St. Louis, Mo.
Assistant Treasurer.....	W. C. Douglas.....	St. Louis, Mo.

STOCK.

Capital stock authorized by charter.....	\$15,000,000 00
Capital stock authorized by votes of the company, per mile.....	12,500 00
Capital stock subscribed.....	5,637,000 00

FUNDED DEBT.

3,675 6 per cent. bonds.....	3,675,000 00
7,350 Income bonds.....	3,675,000 00
Total amount of funded debt.....	\$7,350,000 00

CHARACTERISTICS OF ROAD.

(Of the main line from Bird's Point, Mo., to Texarkana, Tex., the following distances are completed:)	
From Bird's Point, Missouri, to Jonesboro, Ark.....	125.0 miles.
From Texarkana to Red River.....	22.0 miles.
From Arkansas River to McNeile.....	107.4 miles.
From Clarendon, on White River, southward.....	40.0 miles.
Total	294.4 miles.

Length of main line in Missouri.....	69.0 miles.
Length of branches in Missouri.....	5.6 miles.
Miles of steel rails in Missouri.....	45.0 miles.
Weight of rail per yard.....	35 pounds.

ROLLING STOCK.

Number of locomotives, contracted for.....	45
Number of passenger cars.....	1
Number of other cars.....	282
Of the foregoing equipment there were in actual use in 1882:	
Locomotives	6
Cars	55

This road is in process of construction, and will be completed, it is expected, early in this year.

UNION PACIFIC—KANSAS DIVISION.

This road has its eastern terminus in Kansas City and has 0.70 miles of track in that city. January 24, 1880, it was consolidated with the Union Pacific and its officers are the same with the officers of that company.

GENERAL OFFICES AT OMAHA, NEBRASKA.

President.....	Sidney Dillon.....	New York, N. Y.
Secretary and Treasurer.....	Henry McFarland.....	Boston, Mass.
General Manager.....	S. H. H. Clark.....	Omaha, Neb.
Auditor.....	J. W. Gannett.....	Omaha, Neb.
Gen'l Sup't, Kansas Division.....	S. T. Smith.....	Kansas City, Mo.

WABASH, ST. LOUIS & PACIFIC.

GENERAL OFFICES AT ST. LOUIS.

DIRECTORS.

Solon Humphreys.....	New York, N. Y.
Jay Gould.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
Samuel Sloan.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.
Thos. E. Tutt.....	St. Louis, Mo.
Jas. F. Howe.....	St. Louis, Mo.
B. W. Lewis.....	St. Louis, Mo.
G. G. Haven.....	St. Louis, Mo.
Chas. Ridgley.....	Springfield, Ill.
George L. Dunlap.....	Chicago, Ill.
F. L. Ames.....	Boston, Mass.
J. Cheney.....	Fort Wayne, Ind.
J. F. Joy.....	Detroit, Mich.

EXECUTIVE OFFICERS.

President.....	Jay Gould.....	New York, N. Y.
1st Vice-President.....	A. L. Hopkins.....	New York, N. Y.
2d Vice-President and Gen'l Manager.....	Jno. C. Gault.....	St. Louis, Mo.
3d Vice President and Secretary.....	Jas. F. Howe.....	St. Louis, Mo.
Auditor.....	D. B. Howard.....	St. Louis, Mo.
General Superintendent.....	Robert Andrews.....	St. Louis, Mo.
Treasurer.....	W. B. Corneau.....	St. Louis, Mo.

STOCK.

Total stock issued on all lines.....	\$50,174,700 00
Average per mile of road (2,586.6).....	19,398 00

FUNDED DEBT.

Total on all lines.....	70,937,854 15
Average per mile of road.....	27,425 00

STOCK AND DEBT.

Total amount.....	121,112,554 15
Average per mile of road owned.....	46,823 00

REVENUE.

Total earnings from passenger traffic.....	4,917,278 98
Total earnings from freight traffic.....	11,934,411 38

Total.....	\$16,851,690 36
In Missouri.....	4,280,256 00

Average per mile of road operated.....	\$ 4,954 05
Average per train mile (all trains).....	1 25
Total income from all sources.....	17,180,450 41
Net income.....	3,917,642 99

EXPENSES.

Total transportation expenses.....	12,263,950 01
Average per mile of road operated.....	3,485 66
Average per train mile (all trains).....	90½
Per cent. of transportation earnings.....	72 8-10
Total expenses of all kinds.....	13,262,807 42
Total taxes paid.....	378,048 41
Total taxes paid in Missouri.....	101,930 08

RATES.

Average rate of fare per mile (all), 2.373 cents.
 Average rate of fare per ton per mile (all), .951 of 1 cent.

CHARACTERISTICS OF ROAD.

Miles in Missouri, main line.....	276.50
Miles St. Louis & Ferguson Branch.....	10.40
Miles Northern Branch.....	87.60
Miles Glasgow Branch.....	15.90
Miles Omaha Branch.....	157.80
Miles Clarinda Branch.....	10.10
Miles Hannibal Yard Branch.....	1.00
Miles Boone County & Boonville Branch (leased).....	21.80
Miles St. Joseph & St. Louis Branch.....	77.10
Miles Quincy, Missouri & Pacific Branch.....	135.90
Miles Missouri, Iowa & Nebraska Branch.....	70.00

Total.....	864.10
Total miles operated.....	3,518.4
Total miles owned.....	2,586.6
Miles of sidings in Missouri.....	126.8
Miles of steel rail in Missouri.....	444
Weight of same per yard.....	52 to 60 lbs.
Gauge.....	4 ft. 8½ in.
Miles of stone ballast.....	45
Miles of gravel or cinder ballast.....	40
Maximum grade in feet.....	55
Minimum radius of curvature in feet.....	1,600
12 iron bridges, total length in feet.....	3,456
1 combination bridge, total length in feet.....	600
71 wooden bridges, total length in feet.....	7,345
3 iron trestles, total length in feet.....	4,392
1,386 wooden trestles, total length in feet.....	104,216
Miles of wire fence.....	50
Miles of wire and board fence.....	37

ROLLING STOCK.

Number of locomotives.....	584
Number of passenger cars.....	228
Number of mail and baggage cars.....	131
Number of box cars.....	14,291
Number of platform cars.....	2,089
Number of other cars.....	2,995

EMPLOYES.

Number of persons regularly employed.....	13,076
Number of persons regularly employed in Missonri.....	Not given.
Average number in section gangs.....	5 27.100
Average number miles to a gang.....	5 54.100

WEST END NARROW GAUGE.

GENERAL OFFICES AT ST. LOUIS.

DIRECTORS.

Erastus Wells.....	St. Louis, Mo.
Jno. R. Lionberger.....	St. Louis, Mo.
Rolla Wells.....	St. Louis, Mo.
Wm. D. Henry.....	St. Louis, Mo.
James Clark.....	Plainfield, N. J.

EXECUTIVE OFFICERS.

President.....	Erastus Wells.....	St. Louis, Mo.
Vice-President.....	Jno. R. Lionbeger.....	St. Louis, Mo.
Secretary and Treasurer.....	Wm. D. Henry.....	St. Louis, Mo.
General Superintendent.....	Rolla Wells.....	St. Louis, Mo.

STOCK.

Amount paid in.....	\$200,000 00
Average per mile of road.....	12,500 00

DEBT—Not reported.

REVENUE.

Total income from all sources.....	24,467 69
Average per mile of road.....	1,529 00
Average per train mile (all trains).....	24

EXPENSES.

Total expenses.....	25,036 58
Average per mile of road.....	1,565 00

RATES.

Highest passenger rate.....	3½ cents.
Lowest passenger rate.....	3 cents.

CHARACTERISTICS OF ROAD.	
Miles of road owned and operated.....	16
Gauge	3 feet.
ROLLING STOCK.	
Number of locomotives.....	3
Number of passenger cars.....	7
Number of box cars.....	1
Number of platform cars.....	5
EMPLOYES.	
Number of men employed on track.....	14

In addition to the foregoing abstracts of returns, there is included in the railway mileage 1.60 miles belonging to the Terminal Railway Co. of St. Louis, and 3.93 miles belonging to the Union Railway & Transit Co. of St. Louis.

APPENDIX C.
TABULATION OF STATISTICS.

MILES OF RAILROAD TRACK IN MISSOURI DEC. 31, 1882.

NAME OF COMPANY.	Main line.	Side tracks.	Double tracks.	Total all tracks.
Atchison, Topeka & Santa Fe.....	22.83	.86	...	23.69 Pleasant Hill & De Soto Division.
Cape Girardeau Southwestern.....	33	1.25	...	34.25
Cherry Valley.....	6	.50	...	6.50
Chicago & Alton, leased lines.....	263.42	44.45	...	307.87 Ia. & Mo. River South Branch and K. C., St. L. & Chicago Railroads.
Chicago, Burlington & Kansas City.....	74.90	3.40	...	78.30 Formerly Burl. & Southwestern.
Chicago, Burlington & Quincy.....	59.36	4.43	...	63.79 Brownsville & Nodaway Valley and Leon, Mt. Ayr & S. Western Railroads.
Chicago, Rock Island & Pacific.....	170.08	16.72	...	186.80
Crystal Railway.....	3.50	.50	...	4
Forest Park & Central.....	3	...	...	3
Eureka Springs Railway.....	8.40	.50	...	8.90
Hannibal & St. Joseph.....	291.83	55.54	.41	347.88
Hannibal Bridge Company.....	.93	...	...	.93
K. C., Ft. S. & G. and leased and operated lines.....	229.83	39.31	...	269.14 Includes Kansas City, Springfield & Memphis R.R.
Kansas City, St. Joseph & Council Bluffs.....	261.77	36.86	...	298.63
Missouri Pacific and leased lines.....	949.42	190.50	7	1,146.92
Riverside Iron works.....	7	1	...	8
St. Joe. & Des Loges (narrow gauge).....	13	.50	...	13.50
St. Joseph & Des Moines (narrow gauge).....	49.90	1.67	...	51.57 Operated by K. C., St. Joe. & C. B. R. R. Co.
St. Louis Bridge Co.....	*24	.24	...	*48
St. Louis, Hannibal & Keokuk.....	81.75	4	...	85.75
St. Louis, Keokuk & Northwestern.....	129.42	11	...	140.42
St. Louis, Salem & Little Rock.....	64.04	2.50	...	66.54
St. Louis, Iron Mountain & Southern.....	388.70	107	10	505.70
St. Louis & San Francisco.....	437.42	48	...	485.42
Terminal Railway of St. Louis.....	1.60	...	1 60	3.20
Texas & St. Louis (narrow gauge).....	74.60	2.50	...	77.10 Includes Little River Valley & Arkansas Railroad.
Tunnel Railway of St. Louis.....	*91	...	...	1.82
Union Pacific Railway (Kansas Division).....	.70	...	...	1.40
Union Railway and Transit Co.....	3.93	...	3.93	7.86
Wabash, St. Louis & Pacific and leased lines.....	861.10	126.80	...	990.90

West End (narrow gauge).....	16	.75	16.75
Total.....	4,501.58	700.78	24.55
	267.22	51.67	5,226.59
Increased mileage in 1882.....	267.22	6.39	325.28

STATEMENT OF STOCKS AND

NAME OF COMPANY:	Bonded debt.	Stock.	Total stock and bonds.
Boone County & Boonville.....	\$ 100,000	\$ 500,000	\$ 600,000
Boonville, St. Louis & Southern.....	.....	250,000	200,000
Brownsville & Nodaway Valley.....	300,000	543,200	843,200
Cape Girardeau Southwestern.....	.....	.....	.....
Cherry Valley.....	.....	60,000	60,000
Brunswick & Chillicothe.....	304,000	450,000	754,000
Chicago, Burlington & Kansas City.....	.....	8,000,000	8,000,000
Chicago, Rock Island & Pacific.....	17,500,000	41,960,000	59,460,000
Crystal City Railway.....	.....	3,000	3,000
Dent & Phelps.....	.....	5,000	5,000
Forrest Park & Central.....	.....	220,000	220,000
Hannibal & St. Joseph.....	8,633,000	14,251,724	22,884,724
Jefferson City, Lebanon & Southwestern.....	.....	500,000	500,000
Kansas City, Ft. Scott & Gulf.....	2,561,900	7,398,000	9,959,900
Kansas City, St. Joseph & Council Bluffs.....	5,777,174	5,735,656	11,512,830
Kansas City, Springfield & Memphis.....	7,000,000	5,250,000	12,250,000
Kansas City, St. Louis & Chicago.....	3,000,000	2,021,200	5,021,200
Laclede & Creve Cœur Lake.....	.....	12,000	12,000
Leon, Mt. Ayr & Southwestern.....	1,676,000	2,515,000	4,191,000
Louisiana & Missouri River.....	1,975,000	3,282,700	5,257,700
Missouri, Iowa & Nebraska.....	2,365,000	2,147,500	4,512,500
Missouri, Kansas & Texas.....	40,713,717	46,417,468	87,131,185
Missouri Pacific.....	24,679,000	29,958,900	54,637,900
Quincy, Missouri & Pacific.....	1,510,000	1,923,300	3,433,300
St. Louis, Council Bluffs & Omaha.....	626,000	.....	626,000
St. Joseph & Des Moines, narrow gauge.....	175,000	30,400	205,400
St. Joseph & St. Louis.....	.....	1,000,000	1,000,000
St. Louis, Hannibal & Keokuk.....	129,000	2,139,600	2,268,600
St. Louis, Iron Mountain & Southern.....	33,929,900	22,084,085	56,013,985
St. Louis, Keokuk & Northwestern.....	3,180,000	2,700,000	5,880,000
St. Louis, Salem & Little Rock.....	1,000,000	1,000,000	2,000,000
St. Louis & San Francisco.....	20,364,000	2,500,000	45,364,000
Sedalia, Warsaw & South'n, narrow gauge.....	392,080	305,033	697,113
Texas & St. Louis, narrow gauge.....	7,350,000	5,637,000	12,987,000
Wabash, St. Louis & Pacific.....	70,937,854	50,174,700	121,112,554
West End Narrow Gauge.....	.....	200,000	200,000
Total.....	\$256,178,625	\$283,675,466	\$539,854,091

Average stock per mile..\$26,566 on 10,678 miles reported, of which 4,158 miles

Average debt per mile..\$28,993 on 10,517 miles reported, of which 4,222 miles

BONDS, DECEMBER 31, 1882.

Bonds per mile.	Stock per mile.	Total bonds and stock per mile.	Mileage	
\$ 4,545	\$ 22,725	\$ 27,270	22	Leased by Wabash, St. Louis & Pacific.
.....	5,814	5,814	43	Leased by Mo. Pacific.
8,571	15,520	24,091	35	Leased by Chicago, Burlington & Quincy.
.....	.....	.....	.....	No report.
.....	10,000	10,000	6	
8,329	12,325	20,654	38	Leased by Wabash, St. Louis & Pacific.
.....	52,427	52,427	195	Formerly Burlington & Southwestern.
15,681	37,598	53,279	1,116	On lines in Illinois, Iowa and Missouri.
.....	.....	.....	3.5	
.....	.....	.....	4	
.....	.....	.....	3	
29,582	48,837	78,419	292	
.....	.....	.....	40	Operated by Mo. Pacific.
6,592	19,035	25,627	388	On lines in Kansas and Missouri.
18,638	18,504	37,142	310	On lines in Missouri and Iowa.
25,000	18,750	43,750	*280	*Estimated.
18,447	12,428	30,875	162	Leased by Chicago & Alton.
.....	1,000	1,000	12	Leased by Mo. Pacific.
16,115	24,182	40,297	104	Leased by Chicago, Burlington & Quincy.
19,574	32,566	52,140	101	Leased by Chicago & Alton.
18,053	16,400	34,453	131	Leased by Wabash, St. Louis & Pacific.
31,245	35,623	66,868	1,303	Leased by Mo. Pacific—Debt and stock on lines in Mo., Kansas, Ind. Ter. and Texas.
28,932	35,122	64,054	853	On lines in Missouri, Kansas and Nebraska.
11,103	14,142	25,245	136	Leased by Wabash, St. Louis & Pacific.
14,905	.....	14,905	42	Leased by Wabash, St. Louis & Pacific.
3,500	1,608	14,108	50	Operated by K. C., St. Jo. & C. B. Co.
.....	13,160	13,160	76	Leased by St. L., K. C., W., St. L. & P.
1,578	26,172	27,750	82	
38,469	25,038	63,508	882	On all lines in Mo., Ark. and Texas.
18,171	15,428	33,419	175	On lines in Mo. and Iowa.
18,500	18,500	37,000	54	
28,283	34,722	63,005	720	On lines in Mo., Ark. and Kansas.
9,335	7,262	16,597	42	Leased by Mo. Pacific.
17,583	13,485	31,068	418	
27,425	19,398	46,823	2,587	On all lines in Ohio, Mich., Ind., Ill., Iowa and Mo.
.....	12,500	12,500	16	
.....	.....	.....	10,720	

are in Missouri.

are in Missouri.

EARNINGS AND INCOME FOR THE

NAME OF COMPANY REPORTING.	Earnings passenger department.	Earnings freight department.	Earnings other sources.
Atchison, Topeka & Santa Fe (Pleasant Hill & D. Soco Div. only).....	\$4,757 87	\$34,118 86	\$5,355 62
Cap. Grinnell S. W. (made no r'pt.).....	.....	.....	.....
Cherry Valley.....	.....	6,187 40	.....
Cheagle & Alton.....	1,973,100 66	5,948,123 31	294,271 15
Cheagle, Burlington & Quincy, Browns ville & N. E. Valley, Leon, Mt Ayr. & South Western.....	68,584 55	96,735 88	11,399 90
Chicago, Burlington & Kansas City.....	62,160 78	172,712 30	15,920 96
Chicago, Rock Island & P., in Mo only.....	365,984 56	805,644 68	42,301 01
Crysel Railway.....	1,278 46	10,835 68	.....
Hannibal & St. Joseph.....	571,944 79	1,609,900 88	237,755 16
Kansas City, Fort Scott & Gulf.....	441,381 89	1,191,516 63	121,045 12
Kansas City, St. Joseph & Council Bluffs.....	535,354 16	1,290,708 34	136,355 18
Missouri Pacific.....	1,814,062 15	5,665,913 24	471,366 80
Missouri, Kansas & Texas.....	1,380,590 56	4,710,071 53	359,801 92
Sedalia, Warsaw & S., narrow gauge.....	11,914 56	17,119 91	2,908 20
St. Joseph & Des Moines, narrow gauge.....	30,270 86	45,091 21	3,325 24
St. Louis Bridge & Tunnel Co.....	379,445 64	728,708 57	270,282 16
St. Louis, Hannibal & Keokuk.....	16,053 41	61,599 32	4,024 08
St. Louis, Iron Mountain & Southern.....	1,462,238 83	5,714,561 59	405,408 30
St. Louis, Keokuk & Northwestern.....	135,025 93	248,800 06	27,668 26
St. Louis, Salem & Little Rock.....	14,337 76	142,053 59	2,756 58
St. Louis and San Francisco.....	7,413 88	2,648,383 24	182,469 20
Texas & St. Louis (made no report).....	.....	.....	.....
Wabash, St. Louis & Pacific.....	3,944,520 40	11,885,226 13	1,021,943 83
West End Narrow Gauge.....	22,012 35	1,505 70	949 64
Totals.....	.....	.....	.....

YEAR ENDING DECEMBER 31, 1882.

Total transporation earnings.	Income from other sources.	Total earnings and income.	Earnings in Missouri.	Earnings per mile.
\$44,232 35		\$44,232 35	\$21,670 00	9 85
*171 10		171 10	17,110 00	5 70
6,187 40		6,187 40	6,187 40	10 31
\$8,215,455 12	532,547 24	8,548,042 86	19,552 88	74 22
176,720 33		176,720 33	78,214 00	13 17
250,794 04		250,794 04	98,060 00	13 13
1,213,930 25		1,213,930 25	1,213,930 25	52 54
12,114 14		12,114 14	12,114 14	34 61
2,419,600 83		2,419,600 83	2,419,600 83	81 61
1,763,944 34	1,050 74	1,768,994 08	594,587 00	45 14
1,962,417 63		1,962,417 68	1,609,529 00	63 30
7,951,542 19	738,482 86	8,689,823 05	6,470,021 00	95 57
6,150,464 01	205,762 82	6,657,226 83	1,253,640 00	50 55
31,942 67		31,942 67	31,942 67	7 61
78,687 31		78,687 31	78,687 31	15 74
1,378,436 37		1,378,436 37	837,061 00	
81,676 81		81,676 81	81,676 81	9 68
7,582,208 72	102,892 39	7,685,101 11	3,766,907 00	96 83
411,494 25		411,494 25	274,330 00	22 61
159,147 93	870 34	160,018 27	1,591 48	29 47
3,572,240 92		3,572,240 92	2,265,641 22	52 79
*65,600 00		66,600 00	66,600 00	9 00
16,851,630 56	328,760 05	17,180,450 41	4,280,256 00	49 54
24,467 63		24,467 69	24,467 69	15 29
\$61,712,944 71			\$27,616,659 32	

*Estimated.

TRANSPORTATION EARNINGS AND EXPENSES, ETC.

Name of company.	Receipts.	Expenses.	Surplus.	Deficit.	Percentage of expenses to receipts.
A., T. & S. F. (Pleasant Hill & De Soto Division).....	\$44,233 35	\$65,794 13	.....	\$21,560 78	148.74
Cape Girardeau Southwestern.....	6,187 40	4,200 68	.....	.....	68.00
Cherry Valley.....	8,548,042 36	5,812,037 87	2,736,004 49	.....	57.02
Chicago & Alton.....	250,794 04	238,033 88	12,760 16	.....	94.90
Chicago, Burlington & K. C. { C., B. & Q. (Brownsville & C., B. & Q. (Nodaway Valley). C., B. & Q. (Leon, Mt. Ayr & Southwestern).....	32,325 64	32,961 48	.....	635 84	101.90
C., R. I. & P. (in Missouri only)	144,394 70	152,194 36	.....	7,799 66	105.40
Crystal Railway.....	1,213,330 25	729,787 82	484,142 43	.....	60.00
Hannibal & St. Joseph.....	12,114 14	8,719 00	3,395 14	.....	72.00
Kansas City, Fort Scott & Gulf.....	2,424,317 31	1,400,521 29	1,023,826 02	.....	58.23
Kansas City, St. J. & C. B.....	1,768,934 38	1,003,624 90	765,369 48	.....	55.50
Kansas City, St. J. & C. B.....	1,962,417 68	1,187,021 80	775,395 88	.....	60.00
Missouri-Kansas & Texas.....	6,450,464 01	4,376,045 77	2,074,418 24	.....	66.60
Missouri Pacific.....	7,951,342 19	*4,466,863 88	3,484,478 31	.....	58.70
St. Joseph & Des Moines.....	78,849 88	47,419 40	31,430 48	.....	60.20
St. Louis Bridge & Tunnel.....	1,378,136 37	1,326,980 29	51,456 08	.....	96.20
St. Louis, Iron Mountain & S.....	7,685,101 11	4,346,251 09	3,338,850 02	.....	51.90
St. Louis, Keokuk & N. W.....	411,494 25	412,988 44	.....	1,494 19	100.35
St. Louis, Salem & Little Rock.....	160,018 27	57,961 10	102,057 17	.....	36.33
St. Louis & San Francisco.....	3,572,240 92	1,591,738 59	1,980,502 33	.....	44.56
Wabash, St. Louis & Pacific.....	17,180,450 41	13,262,807 42	3,917,642 99	.....	72.80
West End Narrow Gauge.....	24,467 69	25,036 58	.....	568 89	103.00
Sedalia, Warsaw & Southern.....	31,942 67	25,375 85	6,566 82	.....	74.00
Texas & St. Louis.....	.....	.....	.....	.....	.....
Totals.....	\$61,332,589 02	\$40,574,365 62	\$20,790,282 76	\$32,059 36	

* Includes \$96,000 paid rental of leased lines.

RECEIPTS, EXPENSES, NET EARNINGS, ETC.—PASSENGERS.

NAME OF COMPANY REPORTING.	Total passenger earnings.	Total expenses passenger department.	Net receipts passenger Department.	Net receipts per passenger train mile.....	Expenses per passenger train mile.....	Net receipts per passenger train mile.....
				\$1,520,619.89	\$733,055.84	\$ 1,454
				\$2,253,675.73	\$1,520,619.89	\$.981
Chicago & Alton.....	73					
Chicago, Burlington & Kansas City.....	73	74,075.55	4,006.19			
Chicago, Rock Island & Pacific, in Missouri only.....	78,081.74	209,608.57	156,375.99	1,420		.810
Hannibal & St. Joseph	365,984.56	409,152.62	305,803.80	1,645	.942	.610
Kansas City, Ft. Scott & Gulf.....	714,956.44	279,267.99	203,008.68	1,660	.960	.703
Kansas City, St. Joseph & Council Bluffs.....	482,276.67	486,660.37	113,027.39	1,100	.896	.204
Kansas City, Kansas & Texas.....	599,687.76	1,331,615.75	141,006.50	1,237	1.13	.107
Missouri Pacific.....	1,672,622.25	1,506,203.40	677,815.36	1,767	1.22	.547
St. Louis Bridge & Tunnel.....	2,186,018.76					
St. Louis, Iron Mountain & Southern.....	379,445.64					
St. Louis, Keokuk & North Western.....	1,733,331.90	1,303,875.30	489,656.60	1,537	1.12	.417
St. Louis, Salem & Little Rock.....	162,694.19	160,044.22	2,649.97			
St. Louis & San Francisco.....	14,337.76					
Wabash, St. Louis & Pacific.....	888,687.13	462,923.63	425,763.50	1,294	.670	.620
	4,917,278.98	3,254,628.34	1,632,650.64	.995	.664	.331

RECEIPTS, EXPENSES, NET EARNINGS, ETC.—FREIGHTS.

Name of Company Reporting.	Receipts.	Expenses.	Net receipts.	Net receipts.	Net receipts per freight train mile.	Deficit.
Chicago & Alton.....	\$5,948,123 31	\$3,163,833 61	\$2,784,239 70	\$2,36	\$1 10	
Chicago, Burlington & Kansas City.....	172,712 30	163,958 33	8,733 97	....	....
Chicago, Rock Island & Pacific (in Missouri only).....	805,644 68	463,467 85	342,176 83	1 22	70	52
Hannibal & St. Joseph.....	1,609,900 88	991,368 65	618,532 23	1 71	1 05	66
Kansas City, Ft. Scott & Gulf.....	1,157,423 16	667,014 34	490,408 82	1 86	1 07	79
Kansas City, St. Joseph & Conneil Bluffs.....	1,290,708 34	700,361 43	590,346 91	2 18	1 18	1 00
Missouri, Kansas & Texas.....	4,729,476 46	2,844,429 25	1,885,047 21	1 91	1 22	69
Missouri Pacific.....	5,747,833 24	3,012,406 83	2,735,426 41	3 077	1 61	1 367
St. Louis, Iron Mountain & Southern.....	5,779,571 19	3,042,376 00	2,737,195 19	2 465	1 30	1 165
St. Louis, Keokuk & Northwestern.....	248,800 06	252,944 22	....	....	....	....
St. Louis, Salem & Little Rock.....	142,053 59	....	....	....	....	....
St. Louis & San Francisco.....	2,683,653 79	1,128,814 96	1,554,738 83	1 89	80	0 09
Wabash, St. Louis & Pacific.....	11,934,411 38	8,979,321 67	2,955,089 71	1 388	1 04	0 344

REVENUE, AS REPORTED DEC. 31, 1882.

Name of Company Reporting.	PER PASSENGER PER MILE.			PER TON OF FREIGHT PER MILE.		
	Highest rate.	Lowest rate.	Average rate.	Highest rate.	Lowest rate.	Average rate.
Per train mile, all trains.....	cts.	cts.	cts.	cts.	cts.	cts.
Atchison, Topeka & Santa Fe (Pleasant Hill & De Soto Division).	\$1 53	77	47	2 19	2 5	1 33
Brownsville & Nodaway Valley.....	2 02	3	2	2 5	3 33	1 20
Cherry Valley.....	1 36	4	2	2 55	3 33	1 20
Chicago & Alton.....	1 74	3 26	1 25	3	3 2	1 17
Chicago, Burlington & Kansas City.....	1 92	4	3	3 02	.07	1 21
Chicago, Rock Island & Pacific.....	1 73	4	3	3	3 02	1 54
Hammond & St. Joseph.....	1 82	**	**	3	3 02	1 68
Kansas City, Ft. Scott & Gulf.....	1 68	**	**	2 63	2 29	1 43
Kansas City, St. Joseph & Council Bluffs.....	2 56	**	**	3 5	40	5 5
Leon, Mt. Ayr & Southwestern.....	1 11	4	3	4	4	8 45
Missouri, Kansas & Texas.....	1 20	**	**	4	4	**
Missouri Pacific.....	2 16	**	**	2 97	2 97	1 5
Memphis, Vicksburg, New Orleans & San Antonio.....	3 91	**	**	3	25	3 33
Mobile, Pensacola & Atlantic.....	1 70	4	**	4	3 68	2 37
Mississippi River & Gulf.....	1 25	**	**	3	3	0 95
St. Louis, Iron Mountain & Southern.....	2 16	**	**	4	3 68	2 37
St. Louis, Keokuk & Northwestern.....	3 91	**	**	3	25	3 33
St. Louis & Little Rock.....	1 70	4	**	4	3 68	2 37
St. Louis & San Francisco.....	1 25	**	**	3	3	0 95
Wabash, St. Louis & Pacific.....	1 82	**	**	3	3	0 95
West End Narrow Gauge.....	**	**	**	**	**	**

MILEAGE TRAFFIC, ETC., 1882,

NAME OF COMPANY REPORTING.	Mileage of other trains.....	Mileage of freight trains.....	Total train mileage.
A., T. & S. F. (Pleasant Hill & DeSoto Division.....	110	28,844	28,954
Brownsville & Nodaway Valley.....	22,238	15,807	42,189
*Cherry Valley.....		2,580	2,580
Chicago & Alton.....	1,550,018	2,513,523	4,063,541
Chicago, Burlington & Kansas City.....			
Chicago, Rock Island & Pacific.....	2,913,874	6,638,744	9,730,434
Hannibal & St. Joseph.....	434,460	941,932	1,437,097
Kansas City, Ft. Scott & Gulf.....	291,194	621,014	1,369,730
Kansas City, St. Joseph & Council Bluffs.....	542,804	592,008	1,614,082
Leon, Mt. Ayr & Southwestern.....	86,073	44,445	175,829
Missouri, Kansas & Texas.....	1,351,960	2,471,611	3,823,571
Missouri Pacific.....	1,236,763	1,867,557	3,104,320
Sedalia, Warsaw & S. (narrow gauge).....			+29,056
St. Joseph & Des Moines (narrow gauge).....			+65,141
St. Louis, Iron Mountain & Southern.....	1,166,760	2,344,341	3,511,101
St. Louis, Keokuk & Northwestern.....			
St. Louis, Salem & Little Rock.....			+44,800
St. Louis & San Francisco.....	686,911	1,416,414	2,136,714
Wabash, St. Louis & Pacific.....	4,942,209	8,599,680	+16,041,889
West End Narrow Gauge.....			

*Does no passenger business.

†Mixed trains.

AS REPORTED DEC. 31, 1882.

Number of passengers carried.....	Passenger.	SPEED OF TRAINS IN MILES PER HOUR.				Average No. of cars in trains.	
		Passenger.		Freight.			
		Exp's	Acc'n	Exp's	Other		
13,400	118,946	.....	1,068,000	.....	12	..... 4
46,531	907,573	61,193	1,625,294	23	10	..... 2 15
.....	.....	30,937	185,622	.....	.....	8
1,666,991	101,150,959	3,522,840	474,823,908	25	22	18	
71,374	1,725,635	93,952	.....	18	.....	10
2,794,390	133,917,742	3,186,919	687,707,455	25	20	17	
375,699	22,401,847	655,041	113,855,413	23	.....	12
344,688	13,376,180	787,788	75,145,006	21	.....	10
388,576	17,722,191	815,256	81,896,902	25	20	12	
52,530	897,645	78,280	4,249,997	23	10	10	
469,056	25,525,821	1,179,218	235,446,472	25	.....	12
1,081,552	50,470,859	2,229,947	260,092,889	27	20	15	
11,419	.....	13,171	.....	.....	14	.....
30,835	776,251	22,565	609,273	.....	.....	12
859,522	25,387,075	1,873,776	134,428,561	25	20	15	
178,090	4,593,716	.....	.....	.....	18	.....
14,500	336,840	127,083	2,341,660	.....	.....	10
348,811	20,148,500	753,573	137,344,335	25	22	12	
4,251,393	166,198,560	5,911,012	1,247,611,320	32	25	15	
73,374	733,745	.....	.....	.....	17	..... 3

CHARACTERISTICS OF RAILROADS IN MISSOURI, AS REPORTED DEC. 31, 1882.

NAME OF COMPANY REPORTING.	EMPLOYEES IN MISSOURI			SECTION.	
	NUMBER OF STATIONS IN MISSOURI		AV. NO. MEN TO SECTION		
	AV. LENGTH IN MILES	... . . . .		
MILES OF FENCING	... . . . .	... . . . .	9.5	5.5
CROSSINGS.	... . . . .	... . . . .	6.8	6.8
HIGHWAY.	RAILROAD.	... . . . .	6	6
OVER OR UNDER GRADE.	... . . . .	... . . . .	3	3
GRADE	... . . . .	... . . . .	2	2
OVER OR UNDER GRADE.	... . . . .	... . . . .	9	9
GRADE	... . . . .	... . . . .	54	54
NUMBER CATTLE GUARDS.	... . . . .	... . . . .	892	892
MILES TRACK BALLASTED.	... . . . .	... . . . .	17	17
CROSS-TIES LAID IN 1882.	... . . . .	... . . . .	1,280	1,280
MILES OF STEEL RAIL	... . . . .	... . . . .	1	1
A. T. & S. F. Pleas. Hill and DeSoto Div.)	5,475	1	18	18	
Brownsville & Nodaway Valley.....	4,693	35	58	58	
Cherry Valley.....	600	20	1,463	1,463	
C. & A. (La. & Mo. R. and K. C., St. L. & C.)	94,036	51.5	90	90	
Chicago, Burlington & Kansas City.....	60,257	423	1,225	1,225	
Chicago, Rock Island & Pacific.....	72,524	244	41	41	
Crystal Railway.....	145	104	8	8	
Hannibal & St. Joseph.....	164,160	52	44	44	
Kansas City, Ft. Scott & Gulf.....	164,3	359	1,030	1,030	
Kansas City, St. Joseph & Council Bluffs.....	4,000	286	107	107	
Leon, Mt. Ayr & Southwestern.....	72,369	231	3,037	3,037	
Missouri, Kansas & Texas.....	4,093	128	5	5	
Missouri Pacific.....	75,905	176	5	5	
Missouri Pacific.....	237.8	540	5	5	
Missouri Pacific.....	504	261,351	5	5	
Sedalia, Warsaw & Southern.....	110	369	5	5	
St. Joseph & Des Moines.....	1,363	120	5	5	
St. Louis, Hannibal & Keokuk.....	176,506	43	5	5	
St. Louis, Iron Mountain & Southern.....	286	101	5	5	
St. Louis, Keokuk & Northwestern.....	27.3	306	5	5	
St. Louis, Salem & Little Rock.....	6	26,598	5	5	
St. Louis & San Francisco.....	280	186,746	5	5	
Wabash, St. Louis & Pacific.....	444	176,800	5	5	
West End Narrow Gauge.....	.....	1,651	5	5
Total.....	1,337,476	1,059	45	45	
Increase over 1881.....	205	6,242,3456	8	8	
Stations on the K. C., Springfield & Memphis not reported.	1,620,92	1,059	775	775	
St. Louis & San Francisco on main line in State.	1,337,476	1,059	18,394	18,394	

*Stations on the K. C., Springfield & Memphis not reported. †58 per cent. of track on main line in State.

RAILROAD BRIDGES IN MISSOURI AS REPORTED DEC. 31, 1882.

NAME OF COMPANY REPORTING.	Number of employees on construction and repair of bridges...			
	WOODEN TRUSS.	COMBINA- TION TRUSS.	IRON TRUSS.	IRON GIRDLE.
Atchison, Topeka & Santa Fe (Pleasant Hill & De Soto Division).....	400	4	1,178	1,800
Brownsville & Nodaway Valley.....	158	1	1,200	1,200
Brown Valley.....	50	1	350	350
Chicago & Alton (La. & Mo. River & K. C.), St. L. & Chicago.....	1,729	10	116	8,936
Chicago, Burlington & Kansas City.....	2,139	12	144	13,122
Chicago, Rock Island & Pacific.....	734	2	235	12,734
Hannibal & St. Joseph.....	5,229	50	198	21,283
Kansas City, Ft. Scott & Gulf.....	747	8	69	1,556
K. C., St. Joseph & Council Bluffs.....	2,009	25	180	16,657
Mem., Mt. Ayr & Southwestern.....	325	3	33	2,870
Missouri, Kansas & Texas.....	2,053	19	115	9,172
Pacific.....	6,223	123	1,809	16,630
Reddalla, Warsaw & Southern.....	6,392	59	26	348
St. Joseph & Des Moines.....	560	5	4,488	556
St. Louis, Iron Mountain & Southern.....	300	5	66	2,688
St. Louis, H & K. (Failed to report.)	7,167	72	97	5,685
St. Louis, Keokuk & Northwestern.....	2,984	49	234	102
St. Louis, Salem & Little Rock.....	2,204	2	34,105	311
St. Louis & San Francisco.....	1,700	33	184	14,237
St. Louis & San Francisco.....	7,345	71	3	249
Wabash, St. Louis & Pacific.....	80	1	3	400
West End Narrow Gauge.....	1	1	110	9,840
Total.....	44,296	588	12,306	125
			24,171	24,171
			17	17
			4,925	4,925
			3,572	3,572
			295,978	295,978
			4,413	4,413
			381,676	381,676
			1,181	1,181

* RAILROAD BRIDGES IN MISSOURI AS REPORTED DEC. 31, 1882—Continued.

	No.	Feet.	Miles.
Total wooden truss bridges.....	588	44,296	8.38
Combination truss bridges.....	111	12,306	2.32
Iron truss bridges.....	125	24,171	5.56
Iron trestle and girder bridges.....	17	4,925	.93
Wooden girder and trestle bridges.....	3,572	295,978	56.00
Totals.....	4,413	381,676	72.28

* This statement does not include inter-State bridges, viz.: St. Louis, Louisiana, Hannibal and Quincy bridges, over Mississippi river; and Leavenworth, Atchison and St. Joseph bridges over Missouri river. No report was made of Kansas City Bridge. No report from Texas & St. Louis or Cape Girardeau Southwestern.

EQUIPMENT, AS REPORTED DEC. 31, 1882.

NAME OF COMPANY REPORTING.

	Caboose and way cars.....	Coal and other cars.....	Flat cars.....	Box cars.....	Sleeping cars ...	Mail, baggage & express cars...	Official cars.....	Passenper cars..	Locomotives	
Atchison, Topeka & Santa Fe (Pleasant Hill & DeSoto Division)—No report.										
Cherry Valley.....	3	12	7	547	109	6	1,013	341	1,643	63
Chicago & Alton (Ia. & Mo. River & K. C., St. L. & C. Railways).....	42	6	2	160	1,825	1,88	172	12	683	12,109
Chicago, Burlington & Kansas City.....	9	126	47	5,658	1,846	660	2,158	12	341	63
Chicago, Rock Island & Pacific.....	307	35	18	1,218	46	599	1,958	18	33	1,314
Hammond & St. Joseph.....	76	1	10	485	1,172	16	2,474	9	30	2,995
Kansas City, Ft. Scott & Gulf.....	39	21	11	797	166	28	98	9	30	1,514
Kansas City, St. Joseph & Council Bluffs.....	38	20	1	45	1,172	16	2,130	9	30	2,995
Missouri, Kansas & Texas.....	110	52	30	5	2,158	16	1,187	9	30	1,514
Missouri Pacific.....	152	72	3	9	1,187	10	14,291	1	33	2,995
St. Louis, Wabash & Southern.....	2	1	2	19	1	3	5	1	1	5
St. Joseph & Des Moines.....	3	4	34	43	22	19	43	2	341	1,314
St. Louis, Iron Mountain & Southern.....	141	60	1	3,287	1,295	161	1,187	2	33	2,995
St. Louis, Hannibal & Keokuk.....	5	4	1	40	25	10	14,291	1	131	1,514
St. Louis, Keokuk & Northwestern.....	13	1	1	1	1	3	1	1	1	1,514
St. Louis, Salem & Little Rock.....	5	1	1	1	1	3	1	1	1	1,514
St. Louis & San Francisco.....	79	33	3	18	43	3	2,089	1	131	2,995
Wabash, St. Louis & Pacific.....	584	228	4	131	1	5	5	1	1	5
West End Narrow Gauge.....	3	7	1	1	1	1	1	1	1	1
Crystal Railway.....	2	1	1	1	1	1	1	1	1	1
Totals.....	1,643	683	12	341	35	32,165	5,798	12,109	63	

*CASUALTIES ON RAILROADS IN MISSOURI IN 1882, AS REPORTED DEC. 31, 1882.

NAME OF COMPANY REPORTING.	KILLED.		INJURED.		Mileage of roads reporting.....
	From causes beyond own control.	On account of own carelessness.	From causes beyond own control.	On account of own carelessness.	
	Others	Employes	Others	Employes	Passengers
Others	Employes	Passengers	Others	Employes	Passengers
Employes	Passengers	Others	Employes	Passengers	Others
Passengers	Others	Employes	Passengers	Others	Employes
A., T. & S.F. (Pleas. Hill & DeSoto Div.)					23.4
Brownsville & Nodaway Valley.....					9.8
Cherry Valley.....					6
C.&A. (La. & Mo. R. and K. C., St. L. & C)					12
Chicago, Burlington & Kansas City.....					3
Chicago, Rock Island & Pacific.....					1
Crystal Railway.....					2
Hammond & St. Joseph R. R.....					2
Kansas City, Ft. Scott & Gulf.....					3
Kansas City, St. Joseph & Council Bluffs.....					2
Leon, Mt. Ayr & Southwestern.....					3
Missouri, Kansas & Texas.....					16
Missouri Pacific.....					3
Sedalia, Warsaw & Southern.....					16
St. Joseph & Des Moines.....					50
St. Louis, Hannibal & Keokuk.....					1
St. Louis, Iron Mountain & Southern.....					1
St. Louis, Keokuk & Northwestern.....					1
St. Louis, Salem & Little Rock.....					1
St. Louis & San Francisco.....					1
Wabash, St. Louis & Pacific.....					10
Texas & St. Louis.....					40
West End Narrow Gauge.....					126
Totals.....					181
					167
					181
					4814,198

*Does not include accidents of trifling character. †Made no detailed report. No report from Cape Girardeau & Southwestern.

NET INCOME, DIVIDENDS, ETC., DECEMBER 31, 1882.

BROWNSVILLE & NODAWAY VALLEY R. R. CO.	
Deficit.....	\$635 84
Interest account, interest accrued during year on funded debt.....	21,000 00
Total deficit December 31, 1882.....	<u>\$21,635 84</u>
CHICAGO & ALTON R. R. CO.	
Total net income.....	<u>\$2,736,004 49</u>
Percentage of same to capital stock and net debt 12.86	
Percentage of same to total property and assets 8.87	
Interest accrued during year on funded debt.....	<u>\$761,122 23</u>
Dividends declared, 8 per cent. per year, Sept. 1, 1882.....	<u>\$1,083,080 00</u>
Balance for year, or surplus.....	\$891,802 26
Surplus at commencement of year.....	\$1,412,410 66
Deduct entries made in profit and loss account not included above.....	<u>475,161 74</u>
Net surplus at commencement of year.....	<u>967,278 92</u>
Total surplus December 31, 1882.....	<u>\$1,859,081 18</u>
CHICAGO, ROCK ISLAND & PACIFIC R. R. CO.	
Total net income.....	<u>\$484,142 53</u>
7 per cent. dividend declared Nov. 1, 1882.	
No further information given for reasons stated in table of balance sheets.	
HANNIBAL & ST. JOSEPH R. R. CO.	
Total net income.....	<u>\$1,023,826 02</u>
Percentage of same to capital stock and net debt 5.126	
Percentage of same to total property and assets 4.08	
Interest accrued during year on funded debt.....	<u>\$653,620 00</u>
Dividend 6½ per cent. for year declared payable Feb. 15, 1883.....	<u>\$330,395 00</u>
Balance for year, or surplus.....	\$39,811 02
Surplus at commencement of year.....	\$638,579 04
Deduct entries in profit and loss account not included above	<u>157,690 34</u>
Surplus (net) at commencement of year.....	<u>\$480,888 70</u>
Total surplus December 31, 1882.....	<u>\$520,699 72</u>

NET INCOME, INVESTMENTS, ETC.—Continued.

KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS R.R. CO.		
Total net income.....	.....	\$775,395 88
Per centage of same to capital stock and net debt, 69-100 of 1 per cent.		
Per centage of same to total property and assets 61-100 of 1 per cent.		
Interest accrued during year on funded debt.....	\$405,055 00	
Interest accrued during year on other debt.....	2,645 49	
Dividends declared—None.		
Surplus at commencement of year.....	\$512,216 79	
Deduct entries made in profit and loss account not in- cluded above.....	369,150 59	
Balance per year, or surplus.....	.....	\$143,066 20
		775,395 88
Total surplus December 31, 1882.....	.....	\$918,462 08
KANSAS CITY, FORT SCOTT & GULF R. R. CO.		
Total net income.....	.....	\$765,369 48
Per centage of same to capital stock and net debt, 8 1-10.		
Per centage of same to total property and assets, 7.2...		
Interest accrued during year.....	\$182,856 31	
Dividends Aug. 1882, contracts for prefer'd. 8 per cent.	\$312,872 00	
Dividends Aug. 1882, common 2 per cent.....	192,216 89	
Traffic contract with K. C., Springfield & Memphis..	\$6,222 37	
Balance for year, or surplus.....	.....	\$72,201 91
Surplus at commencement of year.....	.....	305,078 60
		\$377,280 51
LEON, MT. AYR & SOUTHWESTERN RAILWAY CO.		
Deficit at commencement of year.....	.....	\$7,799 66
Interest accrued during year.....	.....	122,960 00
Deficit December 31, 1882.....	.....	\$130,759,66
MISSOURI PACIFIC RAILWAY CO.		
Total net income.....	.....	\$4,171,214 82
Percentage of same to \$55,409,550.94 capital stock and net debt, 7.528.		
Percentage of same to \$66,809,104.19 total property and assets, 6.243.		
Interest accrued during year on funded debt.....	\$1,598,389 99	
Interest accrued during year on other debt.....	49,000 00	\$1,647,389 99
Dividends declared, 7 per cent....	.....	\$1,946,419 35
Surplus at commencement of year.....	.....	\$4,057,756 47
Balance for year or surplus.....	.....	577,405 48
Total surplus December 31, 1882.....	.....	\$4,635,161 95

NET INCOME, INVESTMENTS, ETC.—Continued.

MISSOURI, KANSAS & TEXAS RAILWAY CO.	
Total net income.....	\$2,281,181 06
Percentage of same to \$88,235,713.59 capital stock and net debt, 2.585.	
Percentage of same to \$85,091,785.62 total property and assets, 2.681.	
Interest accrued during year.....	\$2,378,821 68
Balance for year or deficit.....	\$97,640 62
Deficit at commencement of year.....	\$3,475,672 99
Add entries made in profit and loss account during year.....	708,967 95
Deficit at commencement of year as changed by said entries	\$4,184,640 94
Total deficit Dec. 31, 1882.....	\$4,282,281 56
ST. JOSEPH & DES MOINES R'Y CO. (NARROW GAUGE.)	
Total net income.....	\$31,267 91
Percentage of same to capital stock and net debt, 1.56.	
Percentage of same to total property and assets, 1.29.	
Interest accrued during year.....	\$14,000 00
Dividends. None.	
Balance for year or surplus.....	\$17,430 48
Surplus at commencement of year.....	6,194 80
Total surplus Dec. 31, 1882.....	\$23,625 28
SEDALIA, WARSAW & SOUTHERN R. R. CO., (Narrow Gauge.)	
Deficit December 31, 1882.....	\$47,584 29
ST. LOUIS, IRON MOUNTAIN & SOUTHERN R'Y CO.	
Total net income.....	\$3,338,850 02
Percentage of same to \$55,850,719.33 capital stock and net debt, 5.978.	
Percentage of same to \$57,537,644.85 total property and assets, 5.803.	
Interest accrued during year on funded debt.....	\$2,248,978 87
Dividends. None.	
Deficit at commencement of year.....	\$1,199,792 63
Balance for year or surplus.....	1,089,871 15
Total deficit December 31, 1882.....	\$100,921 48

NET INCOME, INVESTMENTS, ETC.—Continued.

ST. LOUIS & SAN FRANCISCO RAILWAY CO.		
Balance to credit income account, Dec. 31, 1882.....	.....	\$503,561 72
WABASH, ST. LOUIS & PACIFIC RAILWAY CO.		
Total net income.....	.....	\$3,917,642 99
Percentage of same to capital stock and net debt, 3.36.		
Percentage of same to total property and assets, 3.13.		
Interest accrued during year on funded debt.....	\$4,302,006 39	
Interest accrued during year on other debt.....	197,458 55	
	.....	4,449,464 94
Dividends paid during year.....	\$1,200 00	
Deficit for year.....	.....	\$583,021 95
Deficit at commencement of year.....	.....	1,452,858 59
Deficit December 31, 1882.....	.....	\$2,035,880 54

GENERAL BALANCE SHEETS,
AT CLOSING OF ACCOUNTS AS REPORTED, DECEMBER 31, 1882.



BROWNSVILLE & NODAWAY VALLEY R. R. CO. (C. B. & Q. R'Y CO., LESSEES).

Cr.

Cost of road in stock and bonds	\$843,200 00	Capital stock.....	\$543,200 00
Cost of additional construction by C. B. & Q. R'Y Co.	109,785 29	Funded debt.....	300,000 00
		Due Chicago, Burlington & Q. R'Y Co. (advances) ..	109,785 29
Total.....	\$952,985 29	Total.....	\$952,985 29

Cr.

CHICAGO & ALTON RAILROAD CO.

Dr.

Cost of road and equipment.....	\$23,791,533 05	Capital stock.....	\$14,930,072 00
Cost of other investments.....	3,753,420 54	Funded debt.....	11,871,950 00
Supplies and materials on hand.....	373,615 78	Other debts as follows:	
Sinking fund.....	62,626 71	Current operations and rentals	\$835,132 83
Cash, cash assets, etc.....	2,356,154 79	Bonds redeemed and canceled	795,000 00
Due from sundry companies and individuals	124,020 32	Unappropriated locomotive sales	27,400 00
Bills receivable.....	380,581 07	Equipment and construction fund	517,038 63
		Due individuals and companies	6,280 62
		Income account, balance	
		Total.....	2,180,852 08
Total.....	\$30,841,935 26		1,859 081 18
			\$30,841,935 26

CHICAGO, BURLINGTON & KANSAS CITY RAILWAY COMPANY.

Cr.

Cost of road.....	\$8,368,902 73	Capital stock.....	\$8,000,000 00
Cost of equipment.....	124,894 56	Due agents and connecting lines.....	452,496 83
Supplies and material on hand.....	17,683 83	Unpaid vouchers.....	116,413 05
Cash and cash assets.....	40,105 34	Balance income account.....	12,760 16
Profit and loss account, 1881.....	30,083 58		
Total.....	\$8,581,670 04	Total.....	\$8,581,670 04

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD COMPANY.

Report as follows: "Our books being closed annually for the fiscal year ending March 31, it is impossible at this time to give the balance sheet.

HANNIBAL & ST. JOSEPH RAILROAD COMPANY.

Dr.

Cost of road.....	\$17,075,075 07	Capital stock.....	\$14,251,724 00
Cost of equipment.....	3,282,308 42	Funded debt.....	8,633,000 00
Other investments.....	1,203,527 15	Other debits.....	572,790 13
Supplies and materials on hand.....	142,582 84	Balance surplus.....	1,587,822 12
Cash and cash assets	3,341,842 77		
Total.....	\$25,045,336 25	Total.....	\$25,045,336 25

KANSAS CITY, FT. SCOTT & GULF RAILROAD COMPANY.

Dr.	Cr.
Cost of road.....	\$8,533,429 53
Cost of equipment.....	662,462 20
Other investments.....	100,831 19
Supplies and materials on hand.....	109,168 54
Cash.....	632,775 00
Stock and bonds.....	291,437 12
Open accounts.....	\$10,580,922 57
	<hr/>
Capital stock.....	\$7,398,000 00
Funded debt.....	2,561,900 00
Other debts:	
Accrued interest.....	\$74,745 67
Bills payable.....	50,000 00
Unclaimed dividends.....	164 00
Unclaimed coupons.....	6,741 00
Traffic contract K.-C., S.& M.R.R.	6,222 37
Sinking fund.....	137,873 04
Land income account.....	48,350 00
Income account.....	58,519 02
Total.....	<hr/> \$10,580,922 57

KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS RAILROAD COMPANY.

Dr.	Cr.
Cost of road.....	\$10,779,523 36
Cost of equipment.....	1,359,756 18
Supplies and materials on hand.....	\$1,74,969 63
Cash assets and other items as follows:	
Cash on hand at St. Joseph.....	\$ 52,505 93
Cash on hand at Boston.....	124,939 22
Cash on hand at St. Joseph.....	58,371 49
Real estate at St. Joseph.....	98,101 20
Stock in union depot companies.....	13,496 48
Amount due from U. S. Government.....	52,050 00
Bills receivable.....	757 26
Balance of open accounts.....	<hr/> \$400,221 58
Total.....	<hr/> \$12,614,471 35
	<hr/> <hr/> \$12,614,471 35
Capital stock.....	\$5,735,656 71
Funded debt.....	5,777,174 51
Other debts, interest accrued and payable	
Surplus.....	182,178 05
	918,462 08

LEON, MT. AYR AND SOUTHWESTERN RAILROAD COMPANY, (C. B. & QUINCY R. R. CO. LESSEES.)

Dr.

	Dr.	Cr.
Cost of road in stock and bonds.....	\$4,191,400 00	Capital stock.....
Cost of road, additional construction by C., B. & Q.	59,783 39	Funded debt.....
	<hr/>	<hr/>
Other debts (advances by C., B. & Q. R. R. Co.)		Other debts (advances by C., B. & Q. R. R. Co.)
Total.....	<hr/>	<hr/>
	\$4,251,183 39	Total.....

MISSOURI, KANSAS & TEXAS RAILWAY COMPANY.

Dr.

	Dr.	Cr.
Cost of road and equipment.....	\$66,943,014 74	Capital stock.....
Other investments: Lands.....	\$ 111,214 20	Funded debt.....
Stocks and bonds.....	<hr/>	Interest due and accrued.....
	\$16,899,203 09	Net proceeds operations land department.....
	<hr/>	Miscellaneous accounts payable.....
Supplies and materials on hand.....	\$17,010,417 29	<hr/>
Cash in New York.....	22,740 01	8,742 04
Sundry debit balances.....	<hr/>	1,106,871 54
Income account, deficit.....	<hr/>	4,282,281 56
Total	<hr/>	<hr/>
	\$89,374,067 18	Total.....

Cost of road and equipment.....	\$46,417,468 06
Other investments: Lands.....	40,713,717 15
Stocks and bonds.....	1,403,122 54
	<hr/>
Supplies and materials on hand.....	802,257 41
Cash in New York.....	37,502 02
Sundry debit balances.....	<hr/>
Income account, deficit.....	<hr/>
Total	<hr/>
	\$89,374,067 18

MISSOURI PACIFIC RAILWAY COMPANY.

Cr.

Dr.				
Cost of road and equipment.....	\$119,243 11	\$39,069,157 88	Capital stock.....	\$29,958,900 00
Other investments—lands.....			Funded debt.....	24,679,000 00
Other investments — stocks and bonds	20,856,311 90		Other debt:	
			St. Louis county loan.....	\$700,000 00
			Interest due and accrued.....	468,972 48
Supplies and materials on hand.....		20,975,555 01	Balances due corporations and others,.....	
Cash.....		624,117 12		6,367,069 76
Balances due from corporations and individuals.....		1,238,990 41		
Total		4,901,283 77	Income ac. being undiv'd surplus.....	
				7,536,042 24
				4,635,161 95
			Total	\$66,809,104 19

Cr.

SEDALIA, WARSAW AND SOUTHERN RAILWAY, NARROW GAUGE. (Leased to Mo. Pacific Railway Co.)

Dr.

Dr.				
Cost of road.....	\$318,865 20	Capital stock.....	\$305,033 60	
Cost of equipment.....	15,335 00	Funded debt and interest.....	.....	3,92,080 00
		Balances due individuals.....	.....	3,123 16
Supplies and material on hand	2,580 30			
Cash and cash assets	10,838 37			
Deficit	47,584 29			
Total	\$305,203 16	Total		\$395,203 16

ST. JOSEPH AND DES MOINES (NARROW GAUGE) R. R. CO.

Dr.	Cr.
Cost of road.....	\$191,540 00
Cost of equipment.....	29,350 00
Cash.....	15,186 87
Due from U. S. Government.....	554 85
Due from agents and other.....	2,604 32
Total.....	<u>\$242,236 04</u>
	Total.....
	<u>\$242,236 04</u>

ST. LOUIS, KEOUK AND NORTHWESTERN R. R. CO.

Dr.	Cr.
Cost of road	\$6,359,652 07
Cost of equipment	409,092 50
Other investments	33,917 14
Cash.....	58,754 84
Due from agents and connecting lines.....	29,416 45
Profit and loss.....	35,243 53
Balance of income account.....	1,494 19
Total.....	<u>\$6,932,819 23</u>
	Total.....
	<u>\$6,932,849 23</u>

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY CO.

Cr.

Cost of road.....	\$50,965,798 38	Capital stock.....	\$22,084,085 00
Cost of equipment.....	4,774,999 42	Funded debt.....	33,929 901 27
Supplies and materials on hand.....	209,333 04	Other debts.....	1,633,580 06
Cash and cash assets.....	1,587,513 96		
Income account deficit.....	109,921 48		
Total	\$57,647,566 33	Total	\$57,647,566 33

Cr.

ST. LOUIS, SALEM AND LITTLE ROCK R. R. CO.

Dr.

Cost of road.....	\$1,721,163 04	Capital stock.....	\$1,000,000 00
Cost of equipment.....	161,358 65	Funded debt.....	1,000,000 00
Other investments.....	7,299 00	Other debts.....	4,021 94
Supplies and materials on hand	3,546 02		
Cash.....	26,075 11		
Current accounts and bills receivable.....	6,755 25		
Profit and loss.....	77,824 87		
Total	\$2,004,021 94	Total	\$2,004,021 94

ST. LOUIS AND SAN FRANCISCO RAILWAY COMPANY.

Cr.

Franchises and property as per statement Dec. 31, 1881.....	\$38,280,339 58		Capital stock, common.....	\$10,500,000 00
Additional since that date.....	3,780,722 04		Capital stock, preferred.....	10,000,000 00
Cash on hand.....		\$42,061,061 62	Capital stock, first preferred.....	4,500,000 00
Amounts due from other Companies, Mails, etc.....	156,848 27		Funded debt.....	\$25,000,000 00
Miscellaneous assets.....			Other liabilities.....	20,364,000 00
Supplies and materials on hand.....		58,273 86	Income account.....	2,547,268 08
St. Louis, Wichita & Western R. R. income bonds.....	188,451 07			1,374,095 78
Atlantic & Pacific R. R. Co. act. Atlantic & Pacific R. R. Co., Central Division account.....	108,766 09			
Bills receivable.....	469,556 24			
Sundry construction accounts.....	6,908 19			
Capital stock in treasury.....		16,275 88	Total.....	\$49,285,363 86
		1,032,512 50		
		4,634,935 00		
		561,786 00		
Total		\$49,285,363 86		

WABASH, ST. LOUIS & PACIFIC RAILWAY COMPANY.

Dr.

Cost of road.....	\$113,285,929 44	Capital stock (all lines in Mich., Ohio, Ind., Ills.: Iowa and Missouri).....	\$50,174,700 00
Cost of equipment.....	3,044,012 74	Funded debt (all lines in Mich., Ohio, Ind., Ills.: Iowa and Missouri).....	70,337,854 15
Supplies and materials on hand.....	700,404 09	Loans and bills payable.....	3,276,056 67
Sundry securities and miscellaneous property.....	8,667,696 73	Balances due railroad companies and individuals.....	1,443,039 83
Income account, debit.....	2,635,880 54	Interest accrued, maturing in 1883.....	
Total	\$127,733,923 54	Total.....	\$127,733,923 54

APPENDIX D.

CLASSIFICATION OF FREIGHTS—FREIGHT RATES.

CLASSIFICATIONS OF FREIGHTS.

ESTABLISHED BY THE

RAILROAD COMMISSIONERS

OF THE

STATE OF MISSOURI,

As provided in the Act "To regulate the charges of railroad companies," etc., approved March 29th, 1875, as follows:

SEC. 12. Said Railroad Commissioners shall have power to classify all articles of freight transported on any railroads or parts of railroads owned, leased or occupied in the State, except the articles in Special Classes D, E, G and H, placing said articles in either of the general classes herein provided for, or in any of said special classes, except D, E, G and H, etc.

THIS CLASSIFICATION TO BE IN FORCE ON ALL THE RAILROADS IN
MISSOURI FROM AND AFTER FEBRUARY 1st, 1880

EXPLANATIONS.—The classes are 1st, 2d, 3d, 4th, D, E, F, G, H, I and J, and the expressions one and one-half, d1 and 3x1 mean one-and-a-half times first, double first and three times FIRST CLASS.

The Commissioners recognize 2,000 lbs. as a legal ton, and 10 tons as a car load.

A

Acids	d	1
Acids twenty-five carboys.....	1	
Acids in car loads.....	4	
Agricultural implements, viz: Corn planters, cradles, cultivators, fan- ning mills, feed cutters, harrows,		

harvesters, horse rakes, mowers, plows, rakes, reapers, seed drills, threshers, single (see below each article.)	
Knocked down and teeth taken out	1
Knocked down and boxed.....	2
In car loads.....	I
Alcohol.....	1

Alcohol, 10 barrels.....	2	Beans, castor.....	3
Ale	1	Beans, castor, car load	4
Ale, 20 barrels	3	Bed cord.....	1
Ale in glass, packed.....	1	Bed springs.....	1
Ale in car loads.....	4	Bedsteads, in pieces.....	1
Allspice.....	1	Bedsteads, rough.....	1
Almonds, in sacks.....	1	Bedsteads, car loads.....	I
Almonds in barrels and boxes.....	2	Beef, fresh.....	1
Alum	3	Beef, dried, loose.....	2
Ammunition, fixed.....	3	Beef, dried, packed.....	4
Anchors	4	Beef, car load.....	4
Antimony	1	Bee hives.....	d 1
Anvils	4	Beer	1
Apples, green, in barrels	3	Beer, car loads.....	4
Apples, green, 40 barrels or over.....	4	Beeswax	1
Apples, green, car loads.....	I	Bells.....	2
Apples, dried	2	Bellows.....	1
Apples, dried, 50 barrels or over.....	4	Belting, rubber or leather.....	1
Apple butter or sauce	2	Benzine (same as Coal Oil)	
Ashes, pot, pearl or soda.....	3	Berries, except cranberries.....	1
Ashes, pot, pearl or soda, car loads.....	4	Billiard tables.....	d 1
Ash boilers or kettles, large.....	2	Binder's boards.....	2
Asphaltum	4	Binder's boards, car load.....	I
Axes	3	Bird cages.....	d 1
Axe-handles, in bundles	2	Bitters, in glass.....	1
Axe-handles, boxed.....	3	Bitters, in glass, 100 boxes.....	2
Axle grease.....	3	Black lead.....	3
Axle grease, 50 cases or over.....	4	Black lead varnish.....	4
Axles, iron	4	Blacking, shoe.....	2
Axles, wooden	4	Blankets	1

B

Bacon, loose or in bags.....	2	Blinds	1
Bacon, car loads.....	4	Blinds, car loads.....	I
Bacon, packed.....	4	Blue vitrol.....	2
Bagging	2	Boats	d 1
Bags in bales or bundles.....	2	Boats, when on flat car.....	I
Baking powders.....	2	Boilers, 30 feet long.....	1½
Baking powders, 100 boxes or over.....	3	Boilers, less than 30 feet long.....	1
Balance wheels, small.....	1½	Bolts (see iron) .....	.
Band boxes.....	d 1	Boiler fittings.....	2
Band boxes, boxed.....	1½	Boiler flues.....	2
Barilla	3	Boiler plates.....	4
Bark mills.....	2	Bones	3
Bark, tanners.....	3	Bones, car loads.....	J
Bark, tanners, in car loads.....	I	Bone black.....	1
Barley	4	Bone dust.....	4
Barley, in car loads.....	D	Bonnets.....	d 1
Barley, pearl.....	3	Books	1
Barley, pearl, 5,000 lbs. or over.....	4	Boots and shoes in trunks.....	d 1
Barrels, empty	3	Boots and shoes in boxes, not strapped ..	1½
Barrels, empty, in car loads.....	4	Boots and shoes in boxes, strapped ..	1
Barrels, beer, ½s, ¼s, ½s.....	2	Boot crimp.....	1
Barytes	4	Borax.....	3
Barytes, car load.....	I	Bottles, in boxes.....	1
Baskets	d 1	Bottles, in casks.....	2
Baskets, car load.....	I	Boxes, empty	2
Bath brick	4	Boxes, empty, car loads.....	I
Bath brick, car loads.....	J	Bran (see mill stuffs)	
Bath tubs.....	d 1	Brass vessels.....	1
Batting	d 1	Brass castings.....	2
Bay rum.....	1	Brass sheets, rods or rivets.....	2
Beans, green.....	1	Brass scraps.....	4
Beans, dry.....	3	Bread	1
Beans, car load.....	4	Bread, car loads.....	3
		Brick, common.....	4
		Brick, common, car loads.....	J
		Brick, fire	4

Brick, fire, car loads.....	J	Carriages, unfinished (knocked down)	2
Brick, stove linings, loose.....	1	Carriage springs, boxes and axles.....	2
Brick, stove linings, in boxes or bbls.....	4	Car springs, rubber.....	2
Brick machines.....	2	Car springs, volute, boxed.....	3
Brimstone, in boxes or kegs.....	2	Car wheels and axles.....	4
Brimstone, in bbls or hhd.....	4	Car wheels and axles, car loads.....	I
Britannia ware.....	1	Cars hauled in trains, viz:	
Bristles	1	Passenger, 18 cents per mile.....	
Broom corn, in bales.....	2	Baggage and express, 15c per mile.	
Broom corn, car loads.....	4	Box and stock, 10c per mile.....	
Broom corn presses.....	1½	Flat and coal, 8c per mile.....	
Broom corn seed.....	2	Carts, in pieces.....	1
Brooms	1	Casks, large, empty.....	d 1
Brooms, car loads.....	4	Cassia	1
Broom handles.....	2	Cast iron grain mills.....	2
Broom handles, car loads.....	I	Castor oil in glass.....	1
Brushes.....	d 1	Castor oil in wood.....	3
Brushes, in boxes.....	1	Cauldron kettles.....	2
Buckets	1	Cedar posts (see lumber)	
Buffalo robes.....	1½	Cement.....	4
Bulbs and roots.....	1	Cement, 24 bbls.....	F
Burlaps.....	2	Chains, loose, except cable.....	2
Burial cases.....	1	Chains, loose, cable.....	3
Burning fluid.....	1	Chains, in casks.....	4
Burr Block.....	4	Chain pump and fixtures.....	1
Butchers' blocks.....	3	Chairs, finished.....	3x1
Butter, in crocks.....	d 1	Chairs set up.....	d 1
Butter, in hhd or boxes.....	2	Chairs, knocked down.....	1
Butter, 10,000 lbs.....	3	Chair stuff rough.....	2
		Chairs and chair stuff, car loads.....	I
		Chalk in boxes.....	2
		Charcoal in casks.....	3
		Charcoal in car loads.....	I
		Cheese, loose.....	1
		Cheese in boxes or casks.....	2
		Cheese, 50 packages.....	3
		Cheese, car loads.....	4
		Cheese presses.....	1
		Cheese safes.....	d 1
		Chicory.....	2
		Chicken coops, empty.....	1½
		China ware	1
		Chocolate	1
		Churns, wooden.....	1
		Cider.....	2
		Cider, car loads.....	4
		Cider mills.....	1
		Cider presses.....	1
		Cigars.....	3x1
		Cigars, strapped.....	d 1
		Cisterns.....	d 1
		Clay.....	4
		Clay, car loads.....	J
		Clocks.....	1
		Clothing in trunks.....	d 1
		Clothes pins, boxed	2
		Clothes wringers.....	d 1
		Clothes wringers, boxed.....	1
		Clover seed.....	2
		Clover seed, car loads.....	4
		Coal.....	4
		Coal, car loads.....	J
		Coke, car loads.....	I
		Coal tar.....	4
		Coal tar, car loads.....	J

C

Cabbage.....	2		
Cabbage, car loads.....	4		
Cabinet ware (see furniture)			
Cabinet organs.....	1		
Caissons.....	2		
Cable chain.....	3		
Camphor.....	1		
Candles.....	2		
Candles, 2,000 lbs.....	4		
Canvas.....	1		
Canvas roofing.....	2		
Canes.....	1		
Cane mills.....	2		
Cannon.....	2		
Cannon on wheels, on flat car.....	I		
Candy.....	1		
Canned goods.....	3		
Canned goods, 100 boxes.....	4		
Caps, in trunks.....	d 1		
Caps, in boxes.....	1½		
Caps, in boxes strapped.....	1		
Caps, percussion (see percussion caps)			
Capstans.....	2		
Carboys, empty.....	1		
Carboys, empty, car loads.....	I		
Cards.....	1		
Card board.....	2		
Carpets and carpeting.....	1		
Carpeting, hemp.....	1		
Carpet lining.....	1		
Carpenters' tools.....	1		
Carriages and sleighs.....	d 1		

Coal oil.....	1
Coal oil, 50 bbls.....	3
Cob mills.....	2
Cocoa.....	1
Cocoa nuts, in bags.....	1
Cocoa nuts in boxes or casks.....	2
Cocoa matting.....	1
Codfish in bundles.....	3
Codfish in boxes or casks.....	4
Coffee, ground.....	2
Coffee, green, in sacks.....	4
Coffee essence or extract.....	2
Coffee mills.....	2
Coffins.....	1
Collars, horse.....	1
Composition for roofing.....	3
Composition for roofing, car loads.....	I
Concentrated lye.....	2
Condensed milk, coffee or meats.....	1
Condensed milk, coffee or meats, 100 boxes.....	3
Condensed milk, coffee or meats, car loads.....	4
Confectionery.....	1
Cooperage	I
Copper vessels.....	2
Copper bottoms	2
Copper sheets, bolts, plates, wire, nails, rods, etc.....	3
Copper, pig.....	4
Copperas.....	1
Copying presses.....	1
Cord wood.....	J
Cordage.....	3
Corks.....	1
Corn.....	4
Corn, car loads.....	D
Corn meal (see flour).....	
Corn husks (same as hay).....	
Corn planters.....	1½
Corn planters, car loads.....	I
Corn stalk cutters.....	1½
Corn stalk cutters, car loads.....	I
Corn shellers.....	1½
Corn shellers, car loads.....	I
Cotton.....	3
Cotton, car loads.....	4
Cotton batting.....	1
Cotton waste.....	1
Cotton waste in bales.....	3
Cotton goods.....	1
Covers	1
Crackers.....	1
Crackers, 10 bbls.....	3
Crackers, 50 bbls.....	4
Cranberries.....	2
Cranberries, car loads.....	4
Cream tartar.....	1
Crockery in bbls. or boxes.....	1
Crockery in crates or hhd's.....	3
Croquet sets.....	1
Crowbars	4
Crucibles.....	1
Cultivators.....	1½
Cultivators, car loads.....	I
Currants, green.....	1

Currants, dried.....	2
Cutlery.....	1
Dates.....	1
Deer skins, in bundles.....	d 1
Deer skins, in bales, preserved.....	1
Demijohns	d 1
Distilled water.....	1
Ditching machines.....	2
Domestic (sheeting, etc.).....	2
Door and window frames.....	I
Door and window frames, car loads.I	
Doors.....	2
Doors, car loads.....	I
Dried fruit	2
Dried fruit, car loads.....	4
Drain tiles.....	4
Drain tiles, car loads.....	J
Drag teeth.....	4
Druggists' stock.....	1
Drugs and medicines.....	1
Dry goods in trunks.....	d 1
Dry goods in boxes or bales.....	1
Duck.....	1
Dye stuffs not otherwise specified....	1
Dye woods.....	1

E

Earth closets.....	4
Earthen and stone ware.....	2
Earthen and stone ware in crates or hhd's.....	3
Earthen and stone ware, car loads.I	
Eve trough wood.....	3
Earth paints.....	4
Eggs.....	d 1
Eggs, packed.....	1
Eggs, in egg cases.....	2
Eggs, car loads.....	3
Eggs, cases.....	2
Eggs, cases, car loads.....	4
Emery.....	2
Engines, steam, set up.....	1½
Epsom salts.....	2
Evaporators.....	d 1
Extracts not otherwise specified.....	1
Excelsior.....	2
Excelsior, car loads.....	I
Essence.....	1

F

Fans, palm leaf.....	1½
Farina	1
Eanning mills.....	1½
Fanning mills, car loads.....	4
Feathers.....	d 1
Felt roofing.....	2
Felt roofing, car loads.....	4
Felloes, wagon, etc., and rough.....	4
Felloes, wagon, etc., car loads.....	I
Fence posts (see posts).....	

Fence rails, car loads.....	J	Government subsistence stores.....	2
Fertilizers, bone, plaster, etc.....	4	Government tents, poles, pickets and pins.....	4
Fertilizers, car loads.....	I	Grain not otherwise specified.....	4
Figs, in drums.....	d 1	Grain, car loads.....	D
Figs, in boxes, etc.....	1	Grain cradles.....	1
Fire-arms.....	1	Grapes.....	1
Fire clay.....	4	Grass seed, except clover.....	3
Fire clay, car loads.....	J	Grass seed, car loads.....	4
Fire crackers and fire works.....	d 1	Grease, (see lard).	
Fish, fresh.....	1	Grate castings, (see stoves).	
Fish, fresh, car loads.....	4	Gravestones.....	1
Fish, dried, pickled, etc., excepting herring.....	4	Grindstones.....	4
Fishing rods.....	d 1	Grindstones, car loads.....	I
Flat irons.....	3	Groceries, not otherwise specified.....	1
Flax.....	1	Guano.....	3
Flax, 14,000 lbs.....	4	Gum camphor.....	1
Flax-seed.....	3	Gum copal.....	1
Flax-seed, car loads.....	4	Gum shellac.....	2
Flour, in sacks.....	3	Gunnies, or gunny bags.....	4
Flour, in 2,000 lbs.....	4	Gutta percha goods.....	1
Flour, in car loads.....	E	Gunpowder, (see powder).	
Flour, bbls.....	2	Gypsum.....	4
Flour, 50 bbls.....	E	Gypsum in car loads.....	I
Forks, hay, manure, etc.....	4		
Fork handles.....	2		
Fowls, alive, in coops.....	d 1		
Fowls, dressed.....	1		
Fowls, car loads.....	4		
Fruits, green, other than apples.....	1	Hair in sacks.....	1
Fruits, green, car loads.....	4	Hair in sacks, pressed.....	2
Fruits, dried.....	2	Hair in sacks, car loads.....	4
Fruits, dried, car loads.....	4	Hams and shoulders, loose.....	2
Fruits, canned, (see canned goods).....	1	Hams and shoulders, packed.....	4
Furniture, household or school.....	1	Hams and shoulders, car loads.....	I
Furniture, knocked down.....	2	Handles, wooden, ax, pick, broom, fork, etc.....	2
Furniture, car loads.....	I	Handles, car loads.....	I
Fur.....	d 1	Hardware not otherwise specified.....	2
Fuse, safety and other.....	d 1	Harness.....	1
		Harrows	1 $\frac{1}{4}$
		Harrows, car loads.....	I
		Harrow teeth.....	2
		Harrow teeth in bbls, and boxes.....	4
		Hats in boxes and trunks.....	d 1
		Hats in boxes, strapped.....	1
		Hay in bales, pressed.....	4
		Hay, car loads.....	I
		Hay cutters,	1 $\frac{1}{2}$
		Hay knives.....	1
		Hay presses.....	1
		Hay presses, knocked down.....	2
		Hay in bales, car loads.....	I
		Hedge plants	1
		Hemp.....	1
		Hemp, car loads.....	4
		Hemp, machines.....	2
		Herrings	2
		Hides, green.....	2
		Hides, green, 1,000 lbs.....	3
		Hides, green, car loads.....	I
		Hides, dry.....	1 $\frac{1}{2}$
		Hides, dry, in bales.....	1
		Hides, dry, car loads.....	I
		Hinges.....	2
		Hobby horses.....	d 1
		Hobby horses, knocked down and boxed.....	1

G

Galvanized iron, cornice, etc.....	3x1
Galvanized iron, cornices, car loads.....	I
Gambia.....	3
Game.....	1
Garden seeds.....	1
Garden seeds, car loads.....	3
Garden roots, (see potatoes).....	
Gas fixtures.....	1
Gas pipe.....	4
Gas retorts, iron.....	4
Gas retorts, clay.....	2
Gas meters.....	d 1
Ginger.....	1
Ginseng.....	1
Glass, window.....	1
Glass, car loads.....	4
Glass, scrap, etc.....	4
Glassware.....	1
Glue.....	2
Government supplies, viz.:	
Government ammunition, fixed.....	3
Government cannon.....	2
Government ordnance stores.....	3
Government quartermaster's stores...	3

H

Hoes.....	2
Hogs, dressed.....	2
Hogs, dressed, car loads.....	I
Hogsheads	1
Hollow-ware.....	1
Hominy.....	4
Honey.....	1
Hooks.....	4
Hoops and hoop-poles.....	4
Hoops and hoop-poles, car loads....	I
Hoofs and horns.....	3
Hoofs and horns, car loads.....	I
Horse rakes.....	1
Horse rakes, car loads.....	I
Horse collars.....	1
Horse shoes.....	4
Hose, leather, rubber, canvass, etc..	2
Household goods.....	1
Household goods, car loads.....	4
Hubs, wagon, etc.....	4
Hubs, wagon, car loads.....	I
Husks, corn. (see hay).	

J

Ice.....	1
Ice, car loads.....	J
India-rubber goods not otherwise specified.....	
Indigo.....	1
Ink in glass or stoneware.....	1
Ink in wood.....	1
Iron, Russia.....	2
Iron, other in bars, sheets, etc.....	4
Iron, other in hoops, bands, etc.....	4
Iron, other in bolts, nuts, washers, rivets, etc.....	4
Same in car loads.....	I
Iron axles.....	
Iron pipes, gas or water.....	
Iron facings.....	3
Iron railing or fencing.....	
Iron roofing.....	
Same in car loads.....	
Iron doors.....	3
Iron shutters.....	3
Iron screws, small, in boxes.....	2
Iron screws, large.....	2
Iron castings, light, loose.....	1
Iron castings, light in boxes, etc....	
Iron castings, heavy, 100 lbs. and over.....	4
Iron castings in car loads.....	I
Iron bedsteads, set up.....	d
Iron bedsteads, knocked down.....	1
Iron safes.....	1
Iron and steel, railroad, car loads..	J
Iron railroad fastenings and spikes in car loads.....	I
Iron, scrap.....	4
Iron, scrap, car loads.....	J
Iron blooms.....	4
Iron blooms, car loads.....	J
Iron, pig.....	4
Iron pig, car loads.....	J
Iron ore.....	4

J

Iron ore, car loads.....	J
Ising glass.....	1
Ivory and ivory black.....	1

K

Kerosene in wood (see coal oil).	
Kerosene in tin, boxed.....	2
Kettles.....	1
Kitchen safes, set up.....	d
Kitchen safes, knocked down.....	1
Knitting machines.....	1½
Kraut.....	3
Kraut, car loads.....	I

L

Ladders.....	1
Lamp-black.....	1
Lamps.....	1
Lanterns.....	1
Lard, in stoneware.....	1
Lard, in casks, etc.....	4
Lard in casks, car loads.....	I
Lard, tanks	d
Lasts.....	2
Lath, (see lumber).	
Lead, bar, pipe or sheet.....	2
Lead, bar, pipe or sheet, in casks....	4
Same in car loads.....	I
Lead, pig.....	4
Lead, pig, car loads.....	I
Lead ore.....	4
Lead ore, car loads.....	J
Leather, loose.....	1
Leather, otherwise.....	2
Leather, car loads.....	3
Lemons and oranges.....	1
Licorice.....	2
Lightning rods in bundles.....	2
Lime.....	4
Lime, 24 bbls.....	E
Liquors or liquids in glass.....	d
Liquors or liquids in wood.....	2
Liquors or liquids in cans or bottles, packed in boxes, etc.....	1
Litharge	1
Live stock, one horse, mule or horned animal	1
Live stock, two horses, mules or horned animals.....	1
Live stock, three or more horned animals	1
Live stock, stallions and jacks.....	d
Live stock, calves and sheep.....	1½
Live stock, hogs, actual weight.....	1½
Live stock, car loads.....	H
Locomotive engines and tenders, hauled in trains, 30 cents a mile.	

Locomotive tire.....	4
Logwood, extract.....	1
Looking glasses.....	d 1
Lounges.....	d 1
Lounges, frames in rough.....	1
Looms.....	d 1
Lumber.....	3
Lumber, car loads.....	G

M

Machinery, not otherwise specified.....	3
Machinery, in frames.....	1 $\frac{1}{2}$
Machinery, not set up.....	1
Machinery, boxed.....	2
Machinery, car loads.....	4
Madder.....	2
Malt.....	4
Malt, car loads.....	I
Maple sugar (see sugar).....	
Marble, wrought and lettered.....	1
Marble, blocks or rough.....	4
Marble, car loads.....	I
Marble, dust.....	4
Marbles, in boxes, etc.....	4
Master wheels.....	1
Matches.....	1
Mats and rugs.....	1
Matting.....	1
Mattresses.....	d
Mattresses, wire.....	1
Meal, same as flour.....	
Measures.....	1
Meats, fresh.....	1
Meats, dried or salted.....	2
Meats, dried or salted in sacks or boxes	4
Medicines.....	1
Melodeons.....	1
Melons.....	1
Melons, car loads.....	4
Mill stones.....	3
Mill stuffs.....	4
Mill stuffs, car loads.....	I
Mills, grain, cane, cob or bark.....	2
Mills, portable.....	1
Millinery goods.....	1
Mineral water.....	1
Mirrors, (see looking glasses).....	
Molasses and syrups.....	4
Moss, in sacks.....	1
Moss, in bales.....	2
Mop sticks.....	2
Mouldings and picture frames.....	d
Mouldings and picture frames boxed.	1 $\frac{1}{2}$
Mouldings, common building.....	2
Mouldings, common building, car loads	4
Musical instruments, not otherwise specified.....	d
Mustard.....	1
Mustard seed.....	2
Muskets.....	1

N

Nails, in bags.....	
Nails and tacks, boxes.....	

Nails and spikes, in kegs.....	3
Nails and spikes, car loads.....	I
Nail rods.....	4
Naphtha.....	1
Neck yokes.....	2
Nuts, eatable, in sacks.....	1
Nuts, eatable, in boxes or casks.....	2
Nut and washers, iron.....	4
Nutmegs.....	1

O

Oakum.....	2
Ochre, (see earth paints).....	4
Oars.....	1
Oats.....	4
Oats, car loads.....	D
Oat, meal, (same as flour).....	
Oil, castor, coal, linseed, lard, etc., in glass.....	1 $\frac{1}{2}$
Same in wood jacket cans.....	1
Same in wood.....	2
Oil, other than coal, in car loads.....	3
Oil, coal, (see coal oil).....	
Oil cake.....	4
Oil cake, car loads.....	I
Oil cloth.....	2
Onions, in sacks or bbls.....	3
Onions, car loads.....	4
Oranges and lemons.....	1
Organs, cabinet.....	1
Ordnance stores.....	2
Osage orange plants.....	1
Osage orange plants, car loads.....	4
Osage orange seed.....	1
Oysters and clams, in shell.....	1
Oysters and clams, in cans, fresh....	1
Oysters and clams, in cans, pickled.	2

P

Packing, rubber.....	2
Pails.....	1
Paintings and pictures.....	d
Paints, white lead or zinc in oil, in kegs or cans.....	3
Paints, in bbls.....	4
Paints not otherwise specified.....	2
Palm leaves.....	1
Paper, in boxes.....	1
Paper, printing or wrapping.....	3
Paper, printing, car loads.....	4
Paper hangings.....	1
Paper hangings, in boxes.....	3
Paris, white, (see plaster).....	
Pasteboard.....	2
Patent medicines.....	1
Patterns.....	1 $\frac{1}{2}$
Peaches, green.....	1
Peaches, dried.....	2
Peaches, dried, 50 bbls.....	4
Pearl-ash.....	3
Peas, green.....	1
Peas, dried.....	3
Pelts and peltries—not sheep.....	1
Pelts, sheep, (see sheep pelts).....	
Pepper.....	1

Pepper-sauce	1	Raisins, in boxes, not strapped.....	1
Percussion caps.....d	1	Raisins, in boxes, strapped.....	2
Phosphate of lime.....	4	Raisins, in boxes, car loads.....	4
Pianos	2	Rakes, hand.....	1
Pickets, wood. (see lumber).		Rakes, horse	1
Pickles, in glass.....	1	Rakes, car loads.....I	
Pickles, in glass, 100 boxes.....	2	Rags	1
Pickles, in casks	3	Rags, pressed in bales.....	3
Pickles, in car loads.....	4	Rags, car loads.....I	
Pigs feet, pickled	3	Refrigerators.....	1
Pigs feet, pickled, car loads.....I		Refrigerators, car loads	4
Piles and piling	4	Rosin, in bbls.....	3
Piles and piling, car loads'.....J		Retorts, iron.....	3
Pine apples.....	1	Retorts, clay.....	2
Pipes, smoking.....	1	Rice, in bags.....	2
Pitch	4	Rice, in casks.....	3
Plaster.....	4	Rigging.....	3
Plaster, 24 bbls.....F		Rivets, brass and copper.....	3
Plaster of Paris	4	Rivets, iron.....	4
Plaster of Paris ornaments.....d	1	Road scrapers	1
Plate glass.....d	1	Roofing paper	3
Plows.....	2	Roofing paper, car loads.....	4
Plows, car loads.....I		Roots	1
Plow beams and handles, wood.....	3	Ropes	3
Plow beams and handles, iron.....	3	Rubber car springs.....	2
Plow castings.....	4	Rubber packing, hose and belting.....	1
Plow steel.....	2	Rugs and mats	1
Plumbago.....	4	Rye	
Plumbers' materials.....	2	Rye, car loads.....D	
Pop corn, (in ear).....	3		
Porcelain ware.....	1		
Porter ale, (see ale).			
Pork, fresh.....	1	S	
Pork, salted.....	4	Sacks	2
Pork, packed.....	4	Saddlery hardware	2
Posts, (see lumber).		Saddles	1
Potash	4	Saddle-trees	1
Potatoes	4	Sad irons, in boxes	4
Potatoes, car loads.....I		Safes, kitchen.....d	1
Potatoes, sweet.....	1	Safes, iron.....	1
Potatoes, sweet, 50 bbls.....	4	Sago	1
Potatoes, sweet, car loads.....I		Saleratus, in bbls. and boxes.....	4
Poultry, (see fowls).		Salt	
Powder	d 1	Salt, 60 bbls.....F	
Powder, 10,000 lbs.....	1	Salts, Epsom and Glauber	1
Preserves	1	Saltpeter.....	4
Preserves, 100 boxes.....	2	Sand	4
Printing presses	1	Sand, ear loads.....J	
Prunes.....	2	Sand paper	1
Pumie stone.....	1	Sardines	2
Pumps, iron.....	2	Sash, window	1
Pumps, wood.....	2	Sash, window, glazed.....	1½
Pumps, car loads.....	4	Sash, doors, blinds, window and door frames in car loads	I
Pump tubing.....	2	Sash-weights	3
Pump tubing, car loads.....	4	Sauer kraut	3
Putty	3	Saws	1

Q

Quicksilver.....	1
Quinces	1
Quartermasters' stores	2

R

Railroad iron, (see Iron R. R.)	
Railroad cross-ties, car loads.....J	

Raisins, in boxes, not strapped.....	1	Raisins, in boxes, strapped.....	2
Raisins, in boxes, strapped.....	2	Raisins, in boxes, car loads.....	4
Raisins, in boxes, car loads.....	1	Rakes, hand.....	1
Rakes, hand.....	1	Rakes, horse	1
Rakes, horse	1	Rakes, car loads.....I	
Rakes, car loads.....I		Rags	1
Rags		Rags, pressed in bales.....	3
Rags, pressed in bales.....		Rags, car loads.....I	
Rags, car loads.....I		Refrigerators.....	1
Refrigerators.....		Refrigerators, car loads	4
Refrigerators, car loads		Rosin, in bbls.....	3
Rosin, in bbls.....		Retorts, iron.....	3
Retorts, iron.....		Retorts, clay.....	2
Retorts, clay.....		Rice, in bags.....	2
Rice, in bags.....		Rice, in casks.....	3
Rice, in casks.....		Rigging.....	3
Rigging.....		Rivets, brass and copper.....	3
Rivets, brass and copper.....		Rivets, iron.....	4
Rivets, iron.....		Road scrapers	1
Road scrapers		Roofing paper	3
Roofing paper		Roofing paper, car loads.....	4
Roofing paper, car loads.....		Roots	1
Roots		Ropes	3
Ropes		Rubber car springs.....	2
Rubber car springs.....		Rubber packing, hose and belting.....	1
Rubber packing, hose and belting.....		Rugs and mats	1
Rugs and mats		Rye	
Rye		Rye, car loads.....D	
		S	
Sacks		Sacks	2
Saddlery hardware		Saddles	1
Saddles		Saddle-trees	1
Saddle-trees		Sad irons, in boxes	4
Sad irons, in boxes		Safes, kitchen.....d	1
Safes, kitchen.....d		Safes, iron.....	1
Safes, iron.....		Sago	1
Sago		Saleratus, in bbls. and boxes.....	4
Saleratus, in bbls. and boxes.....		Salt	
Salt		Salt, 60 bbls.....F	
Salt, 60 bbls.....F		Salts, Epsom and Glauber	1
Salts, Epsom and Glauber		Saltpeter.....	4
Saltpeter.....		Sand	4
Sand		Sand, ear loads.....J	
Sand, ear loads.....J		Sand paper	1
Sand paper		Sardines	2
Sardines		Sash, window	1
Sash, window		Sash, window, glazed.....	1½
Sash, window, glazed.....		Sash, doors, blinds, window and door frames in car loads	I
Sash, doors, blinds, window and door frames in car loads		Sash-weights	3
Sash-weights		Sauer kraut	3
Sauer kraut		Saws	1
Saws		Saw-dust, car loads.....J	
Saw-dust, car loads.....J		Saw logs	J
Saw logs	J	Scales and scale beams	1
Scales and scale beams		Scales and scale beams, boxed.....	2
Scales and scale beams, boxed.....		Scales and scale beams, car loads	4
Scales and scale beams, car loads		Screws, large, iron	2
Screws, large, iron		Screws, large, wood	1
Screws, large, wood		Scythes	2
Scythes		Scythe swathes	1
Scythe swathes		Scythe stones	3

Seed drills.....	1	Staves and headings.....	4
Seed drills, car loads.....	I	Stave and headings, car loads	J
Seeds, not otherwise specified.....	2	Stationery.....	1
Sewing machines set up.....	d	Starch	2
Sewing machines knocked down.....	1	Starch, car loads.....	4
Sheep pelts, dry.....	1	Steam engines (see engines).	
Sheep pelts, green	2	Steam fire engines.....	4
Sheep pelts, green, 1,000 lbs.....	3	Steel.....	2
Sheeting and shirting. (See cotton goods).		Steel springs.....	2
Shellac.....	2	Steel plow wings.....	2
Shingle and stave bolts.....	4	Stills.....	1
Shingle and stave bolts, car loads....J		Stone, dressed.....	3
Shingles (see lumber).		Stone, rough.....	4
Shingle machines.....	1	Stone, rough, car loads.....J	
Shipstuff (see mill stuff).		Stoneware	2
Shoe blacking.....	2	Stoneware, car loads.....	4
Shoe findings.....	1	Stoves, stove furniture and fixtures..	1
Shoe pegs.....	2	Stoves, stove furniture and fixtures, car loads.....I	
Shoe nails.....	2	Stove pipe.....	1½
Shorts (see mill stuff).		Stove plate.....	1
Shovels and spades.....	2	Straw, (see hay).	
Shot, in bags.....	1	Straw goods.....	1½
Shot, in kegs or boxes.....	4	Stucco (see plaster).	
Show cases	d	Subsistence stores.....	3
Shrubbery (see trees).		Sugar, except maple, in bags.....	1
Sieves.....	1	Sugar, except maple, in barrels and hogsheads.....	4
Sizing	1	Sugar, maple.....	2
Skins, not otherwise specified.....	1	Sugar evaporators.....d	1
Slates, school, boxed.....	2	Sugar kettles.....	1
Slate roofing.....	4	Sulphur, in boxes and kegs.....	2
Slate roofing, car loads.....I		Sumac	2
Sleighs (see carriages)		Syrup (see molasses).	
Sleighs and sleds, childrens'.....d	1		
Sleigh shoes.....	2		
Smut machines.....	1		
Snuff	1		
Soap, common.....	4		
Soap, common, car loads.....I			
Soap, fancy.....	2	Tallow.....	3
Soap stone.....	4	Tallow, car loads.....	4
Soap stone, dust.....	4	Tar, except coal.....	3
Soda	4	Tea	1
Soda, ash.....	4	Teasels	1
Soda, ash, car loads.....I		Terra cotta ornaments.....	1
Soda, fountains.....d	1	Terra cotta ornaments, car loads....	4
Soda water.....	1	Terra japonica.....	3
Sofas (see lounges).		Telegraph poles, car loads.....J	
Solder	2	Telegraph wire.....	4
Sorghum syrup (see molasses).		Thread.....	1
Sorghum mills.....	3	Tents and fixtures.....	1
Spades and shovels.....	2	Tete-a-tetes, (see furniture).	
Spelter.....	2	Threshing machines.....	1
Spelter, car loads.....	4	Threshing machines, car loads.....I	
Spices.....	1	Tile, drain.....	4
Spikes (see nails).		Tile, drain, car loads.....J	
Spikes, R. R. (see R. R. iron).		Tin foil.....	1
Spinning wheels.....d	1	Tin plate, boxed.....	3
Spokes,wagon, etc.....	4	Tinware, loose.....d	1
Spokes, wagon, etc., car loads....J		Tinware, boxed.....	1
Spoke drivers.....	1½	Tire shrinkers	1
Sponges	d	Tobacco, cut, in pails.....d	1
Spring beds and frames.....d	1	Tobacco, cut, in pails, strapped with iron.....	1
Stained glass.....	1	Tobacco, cut, in boxes or barrels....	2
Stalk cutters.....	1	Tobacco, plug, in caddies.....	1
Stalk cutters, car loads.....I		Tobacco, plug, in caddies, strapped.....	3
Staples, in kegs.....	4	Tobacco, plug, in boxes.....	3

T

Tobacco, unmanufactured, in bales or hogsheads	4
Tow	1
Tow, car loads.....I	
Tools, (see hardware).	
Tool chests.....	1
Toys	d 1
Traveling bags	1
Trays	1
Trees and shrubbery, in bales.....d	1
Trees and shrubbery in boxes.....	1
Trees and shrubbery, car loads.....I	
Tripe	2
Trunks, empty.....d	1
Tubs	d 1
Tubs, in nests	1
Turned stuff.....	2
Turnips, (see potatoes)	
Turpentine.....	1
Turpentine, car loads.....	4
Twine, in bales.....	1
Type.....	1
Type cases.....	2

U

Umbrellas	1
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V

Valises	d 1
Varnish, except black.....	1
Varnish, black.....	4
Vegetables not otherwise specified....	1
Veal	1
Venison.....	1
Veneering	1
Veneering, boxed.....	2
Vermicelli	1
Vises	2
Vinegar	3
Vinegar, car loads.....I	
Vitrol.....d	1

W

Wadding	d 1
Wagon axles, iron.....	3
Wagon axles, wood.....	2
Wagonware, hubs, spokes, felloes, hounds, tongues, etc.....	4
Wagonware, car loads.....J	
Wagons, on wheels.....	1
Wagons, in pieces.....	2
Wagons, car loads.....I	
Wagons, childrens'.....d	1
Wagons, childrens', knocked down and boxed.....	1
Wagon hardware, boxes, skeins, bolts, nuts, etc.....	4
Wagon hardware, car loads.....J	

Washing machines.....	1½
Washing machines, car loads.....I	
Wash boards.....	2
Water lime, (see cement).	
Wax	1
Weights, metal.....	2
Whalebone	1
Wheat	3
Wheat, car loads.....D	
Wheelbarrows	d 1
Wheelbarrows, knocked down.....	1
Whips	1
Whisky	1
Whisky, 20 barrels.....	3
White leads, (see paints).	
Whiting	2
Wicking	d 1
Willow cuttings, in bales.....	1
Willow cuttings, in boxes.....	2
Willow reeds	2
Willow ware	d 1
Window frames, (see doors).	
Window sash, (see sash).	
Window glass	1
Window glass car loads.....	4
Wind mills	1
Wine, in baskets or boxes.....	1
Wine, in barrels (see liquors in wood)	
Wine, not otherwise specified.....	2
Wire cloth	1
Wire rope	3
Wire, fence and telegraph.....	4
Wood, fuel (see cordwood.)	
Wooden handles	2
Woodenware	1
Woodenware, boxed.....	2
Woodenware, car loads.....I	
Woods of value, viz: mahogany, rose-wood, walnut, cherry, cedar, etc.	3
Same in car loads.....	4
Wool in sacks	1
Woolen goods	1
Wringing machines	d 1
Wringing machines, boxed.....	1

Y

Yarn	d 1
Yarn in bales	1
Yeast	1

Z

Zinc, sheet	2
Zinc, sheet, in casks	3
Zinc, sheet, in car loads	4
Zinc, pigs or slabs	4
Zinc, pigs, carloads	I
Zinc ore	4
Zinc ore, car loads.....J	
Zinc paint	4

FREIGHT RATES—SPECIAL CLASSES.

As established by law and by the Railroad Commissioners, to take effect July 10, 1878. See sections 4 and 12 of law of March 29, 1875.

Miles.	D.	E.	F.	G.	H.	I.	J.
	All grain in car loads..				Live stock in car loads.		
25	.06	.12	.15	\$8 00	\$10 00	\$11 00	\$8 00
50	.10	.20	.21	13 00	14 00	17 00	10 50
63	.11	.22	.22½	14 50	16 00	18 50	11 00
75	.12	.24	.24½	15 00	18 00	20 00	12 50
88	.13	.26	.26	16 50	20 00	21 50	13 00
100	.14	.28	.28	17 00	22 00	23 00	14 00
113	.15	.30	.29½	18 50	23 50	24 50	15 00
125	.16	.32	.31½	19 00	25 00	26 00	16 00
138	.17	.34	.33	20 50	26 50	27 50	17 00
150	.18	.36	.35	21 00	28 00	29 00	18 00
163	.19	.38	.36½	22 50	30 00	30 50	19 00
175	.20	.40	.38½	23 00	32 00	32 00	20 50
188	.21	.42	.40	24 50	34 00	33 50	21 50
200	.22	.44	.42	25 00	36 00	35 00	23 00
213	.....	.....	.43½	26 50	38 00	36 50	24 00
225	.22½	.45	.45½	27 00	40 00	38 00	25 50
238	.....	.....	.47	28 50	42 00	39 50	26 50
250	.23	.46	.49	29 00	44 00	41 00	28 00
263	.....	.....	.50½	30 50	46 00	42 50	29 00
275	.23½	.47	.52½	31 00	48 00	44 00	30 50
288	.....	.....	.54	32 50	50 00	45 50	31 50
300	.24	.48	.56	33 00	52 00	47 00	33 00
313	.....	.....	.57½	34 50	54 00	48 50	34 00
325	.24½	.49	.59½	35 00	56 00	50 00	35 50
338	.....	.....	.61	36 50	58 00	51 50	36 50
350	.25	.50	.63	37 00	60 00	53 00	38 00

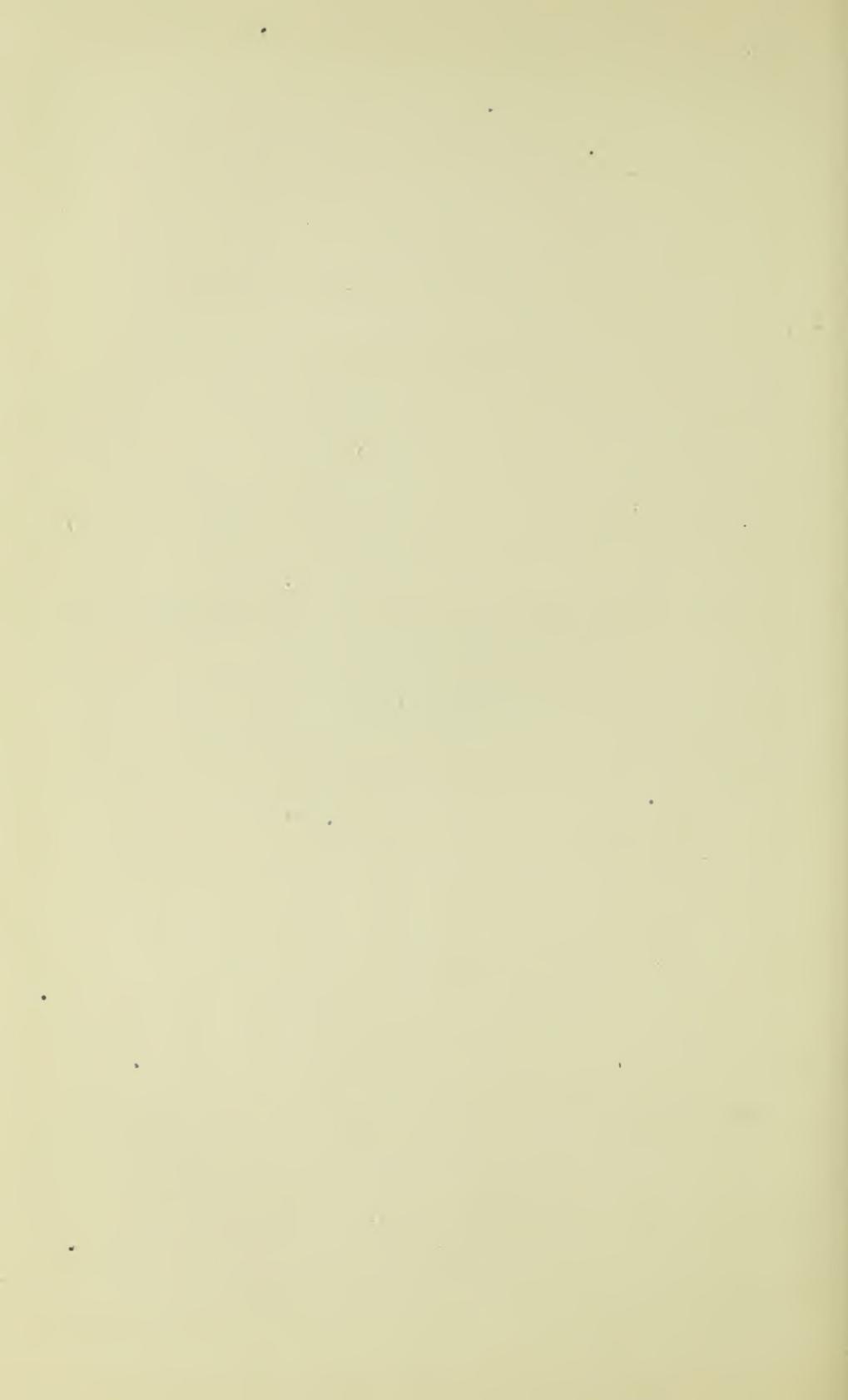
When rates are not shown in the above table for the exact distances, the rate given for the next greater distance should be used.

In fixing rates, the distance is to be computed from the point where the freight is received in this State, notwithstanding it may pass from one road to another.

All articles not named in headings above, in classes F, I, and J, will be found in the Classification of Freights established by the Railroad Commissioners of the State of Missouri, to take effect February 1, 1880.

APPENDIX E.

RAILROAD LAWS.



RAILROAD LAWS OF MISSOURI.

REVISED STATUTES, 1879,

WITH AMENDMENTS OF 1881 AND 1883.

CHAPTER 21,

OF PRIVATE CORPORATIONS.

ARTICLE II.

RAILROAD COMPANIES.

SECTION

- 764. Any number of persons, not less than five, may form a corporation
- 765. General and additional powers.
- 766. Articles of association, when to be filed.
- 767. Copy of articles of association, evidence, when.
- 768. Directors to appoint officers.
- 769. Shall be subject to certain regulations in the election of directors.
- 770. Capital stock, increase, when.
- 771. Persons holding stock in fiduciary capacity not liable as stockholders.

SECTION

- 772. Transportation certificates may issue, effect of.
- 773. Subscription for certificates, how taken—certificates to issue, when.
- 774. Certificates, how issued—may be sued on, how.
- 775. Certificates shall draw interest and be assignable.
- 776. Correct record of certificates issued to be kept—shall show, what.
- 777. Who ineligible to office.
- 778. Penalty for holding office in violation of the preceding section.

SECTION

779. Capital stock may be reduced, when and how.
 780. Stock may issue, when.
 781. Change of road-bed, when made.
 782. Right of way through State lands.
 783. Title to lands of persons not *sui juris*, how acquired.
 784. School lands, how title acquired.
 785. May take and hold lands for side tracks and depots.
 786. Shall file profile maps, when.
 787. Company liable to sub-contractors, laborers, etc., when.
 788. May take material for construction, when and how.
 789. Companies may consolidate, when.
 790. May aid construction of other roads, when.
 791. Shall not consolidate, when.
 792. Directors shall hold meeting and report to railroad commissioners, when—report shall contain, what.
 793. Penalty for violation of preceding section.
 794. Employees to wear badges of identity.
 795. Interest account with stockholders to be kept.
 796. Ejection of passengers, when lawful.
 797. Train regulations, notice to be given—accommodations to be furnished, etc.
 798. Passenger trains, change of time, notice to be given.
 799. Freight accounts to be kept—books, how and when produced.
 800. Not liable for injury to passengers, when.
 801. Companies may contract with each other, etc.
 802. Duties as to receipt and shipment of freight.
 803. Freight may be sold for charges, when.
 804. Baggage shall be checked—penalties.
 805. Freight cars, etc., shall not be placed in rear of passenger cars.
 806. Bell to be rung, or whistle sounded, at road crossings.
 807. Road and street crossings to be constructed and maintained.

SECTION

808. Penalty for injuring railroad property.
 809. Fences, gates and cattle guards to be erected—proprietors may erect, when—penalty against trespassers.
 810. Ditches and drains to be constructed, by whom—penalty for failure, how collected.
 811. Construction of, at county lines—survey to be made, by whom, for what purpose.
 812. Shipments of grain in bulk.
 813. Consignment to elevator, etc., declared temporary.
 814. Time allowed for removing grain from cars.
 815. No discrimination allowed in shipping grain—grain to be weighed and shortage made up.
 816. Scales for weighing by car loads, to be erected, when—penalty for refusal.
 817. Must receive and deliver grain at crossings and junctions of other roads, etc.
 818. Officers, etc., prohibited from furnishing supplies to company.
 819. Power to construct roads, connect with, intersect or cross other lines—duty to receive each other's freight, etc.
 820. Freight, charges on regulated.
 821. Railways declared highways, and companies, common carriers—discrimination prohibited.
 822. Penalty for overcharges on freight.
 823. Corporate powers to cease, when.
 824. Existing and future companies, governed by this article.
 825. Railroad defined.
 826. Union depots, how constructed—corporation for.
 827. Id. Power of such corporation.
 828. Cleaning stock cars, etc., when and where prohibited.
 829. Penalty for violation of preceding section.
 830. Time, for the completion of certain roads, extended.

SEC. 764. Any number of persons, not less than five, may form a corporation.—Any number of persons, not less than five, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property; and for that purpose may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the places

from and to which the road is to be constructed or maintained or operated, the length of such road, as near as may be, and the name of each county in the State through or into which it is made or intended to be made, the amount of the capital stock of the company, which shall not be less than ten thousand dollars for every mile of standard or broad gauge, nor less than five thousand dollars for every mile of narrow gauge road constructed or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of the directors of the company, not less than five nor more than thirteen in number, who shall manage its affairs for the first year, and until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company. On compliance with the provisions of section seven hundred and sixty-six, such articles of association may be filed in the office of the Secretary of State, who shall indorse thereon the day they are filed, and record the same in a book to be provided by him for that purpose; and thereupon the persons who have so subscribed such articles of association, and all persons who shall become stockholders in said company, shall be a corporation by the name specified in such articles of association, and shall possess the powers and privileges granted to corporations, and be subject to the provisions relating thereto contained in this chapter. (Laws 1877, p. 371, § 1.)

SEC. 765. *General and additional powers.*—Every corporation formed under this article shall, in addition to the powers hereinbefore conferred, have power: First, to cause such examination and survey for its proposed railroad to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, to enter upon the lands or waters of any person; but such corporation shall be liable and subject to responsibility for all damages which shall be done thereto; second, to take and hold such voluntary grants of real estate and other property as shall be made to it to aid in the construction, maintenance and accommodation of its railroads; but the real estate received by voluntary grant shall be held and used for the purpose of such grant only; third, to lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments to take as much more land as may be necessary for the proper construction and security of the road, and to cut down any standing trees that may be in danger of falling on the road, making compensation therefor, as provided in this chapter for lands taken for the use of the company; fourth, to construct its road across, along or upon any stream of water, water course, street, highway, plank road, turnpike or canal which the route of its road shall intersect or

touch; but the company shall restore the stream, water course, street, highway, plank road and turnpike thus intersected or touched to its former state, or to such state as not unnecessarily to have impaired its usefulness. Nothing herein contained shall be construed to authorize the erection of any bridge or other obstruction across or over any stream navigated by steamboats, at the place where any bridge or other obstruction may be proposed to be placed, so as to prevent the navigation of such steam, nor to authorize the construction of any railroad not already located in, upon or across any street in a city or road of any county, without the assent of the corporate authorities of said city, or the county court of such county; fifth, to cross, intersect, join and unite its railroad with any other railroad before constructed, at any point in its route, and upon the grounds of such other railroad company, with the necessary turnouts, sidings and switches and other conveniences, in furtherance of the objects of its connections; and every company whose railroad is or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined by commissioners to be appointed by the court, as is provided in this chapter for the condemnation of lands for railroad purposes; sixth, to take and convey persons and property on their railroad, by the power or force of steam or of animals, or by any mechanical power, and to receive compensation therefor; seventh, to erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of their passengers, freights and business; eighth, from time to time to borrow such sums of money as may be necessary for the completion, equipment, or repair of their railroad, or for the funding of any floating debt, or for the making of any addition or extension thereto, authorized by their charter, or for the making connection with any bridge by tunnel or otherwise; and for any or all of the purposes above named, may issue and dispose of their bonds for any amount so borrowed, and may mortgage their corporate property and franchise, or any part thereof, to secure the payment of any debt contracted by the company for the purposes aforesaid, or any one of them: provided, that the entire amount of the bonded indebtedness of said corporation shall never exceed the amount of its authorized capital, nor shall such corporation increase its bonded indebtedness except for the purposes and in the manner provided in section seven hundred and twenty-seven. (G. S., 332, § 2, amended—*a.*)

(*a.*) The grant of a right of way over a public street does not confer the power to use it for the purpose of erecting depots, etc. 31 Mo., 181; 33 Mo., 128; 34 Mo., 259; 64 Mo., 149.

SEC. 766. *Articles of association, when to be filed.*—Such articles of association shall not be filed and recorded in the office of the secretary of state until at least one thousand dollars of stock for every mile of standard or broad gauge railroad, nor until at least five hundred dollars of stock for every mile of narrow gauge railroad proposed to be made, is subscribed thereto, and five per cent. paid thereon, in good faith and in cash, to the directors named in said articles of association; nor until there is indorsed thereon, or annexed thereto an affidavit, made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and five per cent. paid in cash thereon, as aforesaid, and that it is intended, in good faith, to construct or maintain and operate the broad, standard or narrow gauge road mentioned in such articles of association; which affidavit shall be recorded with the articles of association, as aforesaid: provided, that such articles of association shall not be filed and recorded until such corporation or association shall pay into the State Treasury fifty dollars for the first fifty thousand dollars or less of the capital stock of the corporation or association, and a further sum of five dollars for every additional ten thousand dollars of its capital stock, as provided by law. (Laws 1877, p. 372, § 2, amended.)

SEC. 767. *Copy of articles of association, evidence, when.*—A copy of any articles of association filed and recorded in pursuance of this article, or of the record thereof, with a copy of the affidavit aforesaid indorsed thereon, or annexed thereto, and certified to be a copy by the Secretary of state, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated, (G. S. 334, § 4.)

SEC. 768. *Directors to appoint officers.*—The directors shall appoint one of their number president; they may also appoint a treasurer and secretary, and such other officers and agents as shall be prescribed by the by-laws of the company. (G. S. 335, § 7.)

SEC. 769. *Shall be subject to certain regulations in the election of directors.*—Every railroad company or corporation formed under the provisions of this article, shall, in addition to the law regulating private corporations concerning the election of directors, be subject to the following regulations: First, at every election of directors, three persons, having the qualifications of directors, shall be chosen by the persons entitled to vote for directors, as inspectors of election, whose duty it shall be to act as such, and any two of whom shall be competent to act; each acting inspector shall be entitled to a reasonable compensation for his services, to be paid by the corporation for which he is chosen: provided, that the inspectors of the first election for directors shall be chosen by the board of directors named in the articles of

association ; second, no person shall be chosen or appointed an inspector of an election of directors in a corporation of which he shall be a director or officer. (G. S. 334, part § 6, amended.)

SEC. 770. *Capital stock, increased, when.*—In case the capital stock of the company formed under this act is found to be insufficient for constructing and operating its road, such company may, with the concurrence of the persons holding the larger amount in value of the stock, increase its capital stock or its bonded indebtedness from time to time in the manner prescribed by law. (G. S. 335,, § 8, amended—*b.*)

SEC. 771. *Persons holding stock in fiduciary capacity, not liable as stockholders.*—No person holding stock in any such company, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such company, but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly ; and the estates and funds in the hands of such executor, administrator, guardian or trustee, shall be liable in like manner, and to the same extent as the testator or intestate, or the ward or person interested in such fund would have been, if he had been living and competent to act, and held the same stock in his own name. (G. S. 336, § 9.)

SEC. 772. *Transportation certificates may be issued—effect of.*—Any railroad company heretofore incorporated, or which may be hereafter organized or incorporated in this State in pursuance of law, may receive subscriptions to the capital stock of such company or corporation to aid in the construction or equipment of its road, to be known as “transportation subscriptions,” and the certificates of stock to be issued thereon, as hereinafter provided, shall be known as “transportation certificates,” each of which shall be for an amount equal to one share of stock in such company, and may be issued to one or more persons, and shall entitle the holder or holders thereof, or their assigns or legal representatives, to all the privileges of a stockholder in such company, but shall not subject the holder to any liability for the debts or obligations of such company, and shall be an irrevocable and indefeasible first lien and charge upon and against such railroad, and the road bed, rolling stock and depots, engine houses and machine shops of such company, then in possession of or thereafter acquired by such company or its successor or successors or assigns, whether in the hands of such company or any other person, company or corporation whatsoever, into whose hands or possession the

(b) Subscription of stock, what amounts to. 31 Mo., 19. Subscribers will not be discharged from liability, when. 18 Mo., 210; 22 Mo. 291; 36 Mo., 294. 25 Mo., 547. When subscribed on condition, the condition must be complied with, etc. 64 Mo. 30; 65 Mo. 542.

same may at any time come, until taken up, paid or discharged by such company as hereinafter provided, except the liens provided by law in favor of the employes of a railroad company, and in favor of parties performing labor, or furnishing materials for the construction or the improvement of the road bed, rolling stock, station houses, depots, bridges or culverts, and except as to mortgages recorded in the county or counties through which the line of such road runs or is proposed to be run, before the date of the making of such subscription; which mortgages shall have the preference only as to so much of such road and the property of such company as lies or is situated in counties in which the same are at that time recorded; and such mortgage shall not have any preference as a lien upon any property of such company acquired after the time of making such subscriptions. (Laws 1877, p. 367, § 1, amended.)

SEC. 773. *Subscription for certificates, how taken—certificates to issue, when.*—Whenever any railroad company shall decide, by a majority vote of the stockholders present at any regular meeting, to obtain subscriptions as provided for in the preceding section, they shall prepare a statement of the terms and conditions upon which they will take the same, together with the rates at which they propose to transport passengers and freight in exchange for such certificates, which statement shall be signed by the president and countersigned by the secretary of said company, and acknowledged in the manner in which conveyances of real estate are required by law to be acknowledged, and recorded in the office of the recorder of deeds of the county in which such subscriptions are proposed to be taken, before taking any subscriptions, and shall open a subscription book or books, which shall be headed with a copy of the statement aforesaid, and be ruled in appropriate columns for the names of subscribers, the number of shares subscribed for by each, date of the subscription, and the time and manner of payment, whether in money, property, material or work, which book or books shall be in duplicate, and so signed by all subscribers before their subscriptions shall be binding, one copy of which shall be retained by said company, and the other deposited and kept in the office and charge of the clerk of the county court of the county in which the subscribers reside, who shall keep the same as a public record of his office, but never allow it to be taken therefrom; and upon so signing such subscription books, the signer or signers, respectively, shall severally become liable and bound to pay the amount, or perform the work or furnish the material by them respectively subscribed, at the time and place, and in the manner required by the terms of the subscription; and such company, its successors and assigns, shall be bound on its part by all the terms and stipulations thereof, and to issue certificates of stock as aforesaid, to each of said sub-

scribers, upon their fulfillment of the terms of their several contracts^{*} and subscriptions; and any such company, its successors or assigns, failing or refusing to issue such certificate or certificates to any subscriber or subscribers, upon demand, after he or they shall have complied with the terms of his or their subscription or subscriptions, and done the work, or furnished the material, or deposited the money called for thereby with the treasurer of such company, or with the county treasurer of the county in which such subscriber resides, to the credit of such company, or refusing to take or accept the proportional part thereof in payment of freight charges or passenger fare, as hereinafter provided, shall, in addition to all other liabilities for the breach of such contract, be liable to be enjoined at the suit of any one or more of the subscribers so aggrieved, against running trains upon, or in anywise operating or conducting such road until such certificate shall be issued or acceptance made. (Laws 1874, p. 367, § 2.)

SEC. 774. *Certificates, how issued—may be sued on, how.*—Any two or more persons may unite in their subscriptions so as to make the same joint as well as several, and have the certificates of stock issued thereon to them jointly; but in the absence of express agreement to the contrary, all subscriptions shall be several and not joint, and may be sued upon severally in any court of competent jurisdiction, without filing the original subscription list as an exhibit in the cause. (Laws 1877, p. 368, § 3.)

SEC. 775. *Certificates shall draw interest and be assignable.*—Every certificate of stock issued under the provisions of this article shall recite that fact upon its face; shall draw interest from date at six per cent. per annum, unless otherwise agreed in the articles of subscription; and shall be assignable by indorsement, under the hand of the holder thereof, and shall entitle the holder or his assignee to an amount of transportation, either freight or passenger, in his own right or at his request, over any and all parts of the road of such company, its successors, assigns, lessees, or any company operating the same at the time, to an amount equal to the face value thereof and accrued interest, if any, at rates not exceeding those set forth in the recorded statement hereinbefore provided for: provided, that such company shall have a right to require one-half of each freight bill, or of the fare for each trip, to be paid in cash, and that the remainder only shall be credited thereon until the amount due and unpaid shall be less than one-eighth thereof, after which such holder shall be entitled to freight or passage to an amount equal to the balance due thereon until the same is all paid, when it shall be delivered up to said company, and the rights of such holder thereunder shall cease: provided, further, that no assignment of any such certificate shall create any other or greater liability in the assignor than is expressly created by such assignment. (Laws 1877, p. 368, § 4.)

SEC. 776. *Correct record of certificates issued to be kept—shall show, what.*—Every railroad company taking subscriptions under this article, shall keep in its principal office in this State, open to inspection, a correct record of all such certificates of stock issued by them or their assignor or predecessor, showing the number, date, and to whom issued, and when canceled; and it shall be the duty of the county clerk, upon production by such company of any such canceled certificate, to note the fact and date of such cancellation in his office. (Laws 1877, p. 369, § 5.)

SEC. 777. *Who ineligible to office.*—It shall be unlawful to elect or appoint any person to any office of profit or trust, or for such person to hold such office or appointment, in any railroad corporation established by any law of this State, who is a stockholder, owner, or part owner of any express, dispatch, fast freight or transportation company, whether incorporated or not, which has for its object, or one of its objects, the shipment of freight or transportation of persons over said railroad, or any railroad in direct connection therewith, or who is in any way pecuniarily interested in any company or co-partnership formed for any such or like purpose; and all persons interested as aforesaid, are hereby declared ineligible for any such office or appointment. (Laws 1875, p. 111, § 1.)

SEC. 778. *Penalty for holding office in violation of the preceding section.*—If any person shall be elected to any office or appointed to any position in violation of the preceding section, and shall hold any such office or appointment, he shall forfeit and pay the sum of one hundred dollars for each and every day that he shall exercise the functions of said office, which amount may be recovered at the suit of any stockholder of the company in which the office or appointment shall be unlawfully held. Such suit shall be in the name of the company, and one-half of the amount received shall go into the treasury of the company, and the other half to the stockholder prosecuting. (Laws 1875, p. 111, § 2.)

SEC. 779. *Capital stock may be reduced, when and how.*—Any railroad company incorporated by the laws of this State may at any time reduce the amount of their capital or common stock by a vote of three-fifths in interest of all the stock of such company to be affected thereby, at a stockholders' meeting, called in conformity to the by-laws of such company; and if so voted for, said capital stock may be reduced upon the plan in detail thus submitted to the stockholders: provided, that such reduction shall be so made as to affect the interests of all stockholders alike: provided, that nothing in this section shall be so construed as to permit the reduction of the capital stock of any company below the minimum amount prescribed by law. (Laws 1871, p. 54, § 3.)

SEC. 780. *Preferred stock may be issued, when.*—Any railroad company

organized under the laws of this State, may issue a preferred stock for such amount, and upon such terms and conditions as the board of directors may prescribe. But before any issue of such preferred stock shall be made, the question of issuing the same, together with the terms, conditions and privileges upon which the same is proposed to be issued, shall be submitted to a vote of the stockholders of said company, at a regular annual election for the directors thereof, or at a special meeting of the stockholders of said company called to consider the same, if at such election all the stockholders shall consent. At all elections called to consider the question of issuing preferred stock, as provided in this section, no person shall be permitted to cast any vote as a proxy for the owner of any share or shares of stock without he shall produce written authority, signed by the owner thereof, and duly acknowledged before some officer having authority to take the acknowledgment of deeds; and a record of such authority showing the name of the owner of the stock, and the name of the person casting such vote in his behalf, shall be entered upon the records of the company in a book to be kept for that purpose; and it is also further provided, that when a dividend of ten per cent. per annum shall have been declared upon the preferred stock of any company, issued in pursuance of this section, then all other dividends shall be declared and distributed *pro rata* until the dividends on the common stock shall equal the dividends on the preferred stock, among all the stockholders of such corporation; and provided further, that nothing contained in this section shall be so construed as to give the holders of the preferred stock herein provided for, any other or greater power in the control and management of any corporation, or in the election of the officers thereof, than is exercised by the owners of the original or common stock of such company. Said preferred stock shall be offered to all the common stockholders *pro rata* in proportion to the amount of common stock held by them. If any common stockholder shall fail to take such preferred stock after thirty days notice by publication in two daily newspapers in St. Louis, and written notice to clerks of counties holding stock, then any other person may buy said stock. (Laws 1871, p. 53, § 1, amended.)

SEC. 781. *Change of road bed, when made.*—The directors of any company organized under the provisions of this act may, by a vote of two-thirds of their whole number, at any time, change their road bed, or road line, or any part thereof, for the purpose of shortening the line, or to overcome natural objections thereto, or to secure economy in its construction, and when the capital stock of such company subscribed, and the amount paid thereon, shall be equal to or exceed the amount per mile, including the proposed extension, which by section 766 is required to be subscribed and paid before filing the original articles of association, then such company

may, by a like vote of its directors, at any time, extend their line of road bed from either terminus named in their original charter, to such other point as shall be named, in such proceedings of such company. And whenever the business of any railroad company which may have heretofore organized, or which may hereafter organize, to construct a narrow gauge railroad, may demand a change of the gauge thereof to a broad or standard gauge road, or whenever, for other causes, such change of gauge may become necessary or desirable, such company may, by a like vote of its directors, change its gauge to a broad or standard gauge railroad: provided, that such change of gauge shall not be made unless the capital stock of said company shall be at least ten thousand dollars per mile of such road constructed, or shall be increased in the manner provided in this chapter to such sum, nor unless there shall be subscribed, in good faith, at least one thousand dollars per mile of such road constructed or proposed to be constructed, and five per cent. thereon paid in, in cash, nor until such company shall pay into the State Treasury the sum of five dollars for every ten thousand dollars of increased capital stock made necessary by such change of gauge. Such proceedings in relation to the extension of their road, shall be entered on the records of the company, and a copy of such proceedings, with an affidavit as required by section 766, indorsed thereon, shall be filed in the office of the Secretary of State, and by him recorded and certified as the original articles of association. But nothing contained in this article shall be so construed as to authorize such company to change the general route of their line or road bed, or to avoid running their road through any point named in the original articles of association, or either terminus named therein, or to change the last established terminus, except by extension of their road as aforesaid. (Laws 1881, p. 74.)

SEC. 782. *Right of way through State lands.*—The right of way is hereby granted to any railroad company through any unimproved land belonging to this State, through which their railroad may pass; and in case any more land belonging to this State shall be required for the purpose of any railroad corporation than is needed for the track of the road, and in case any improved land belonging to the State shall be necessary for the purpose of any railroad corporation, the Secretary of State shall have power to grant to any railroad company any land belonging to this State which may be required for the purposes of their road, on such terms as may be agreed on between said Secretary of State and said company; or such company may acquire title thereto by appraisal, as in the case of land owned by individuals; and if any land belonging to a county, city or town is required by any company for the purposes of their road, the county, or city or town officers having charge of such land may grant to such company, on such terms as may be agreed upon, or the land may be appraised in the manner aforesaid. (G. S. 337, § 14.)

SEC. 783. *Title to lands of persons not sui juris, how acquired.*—In case any title or interest in real estate required by any company formed under this article for the purpose of its incorporation shall be vested in any trustee not authorized to sell, release and convey the same, or in any infant, idiot or person of unsound mind, the circuit court shall have power, by a summary proceeding on petition to authorize and empower such trustee, or the court having probate jurisdiction, or the special guardian of such infant, idiot or person of unsound mind, to sell and convey the same to such company, for the purposes of its incorporation, on such terms as may be just; and in case any such infant, idiot or person of unsound mind, is not in charge of said court or guardian, the said court may appoint a special guardian for the purpose of making such sale, release or conveyance, and may require such security from such special guardian as said court may deem proper. But, before any conveyance or release, authorized by this section, shall be executed, the terms on which the same is to be executed shall be reported to the court on oath; and if the court is satisfied that such terms are just to the parties interested in such real estate, the court shall confirm the report and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land, having legal power to sell and convey the same. (G. S. 337, § 15.)

SEC. 784. *School lands, how title acquired.*—In all cases when it becomes necessary for any railroad company to acquire title to any unsold sixteenth section, or other school lands required for the purposes of the incorporation, it shall be lawful in proceedings instituted by such railroad company to acquire title thereto, to notify the county school commissioner of the county in which such land or the greater part thereof is situate; or if there be no such commissioner qualified to act, then such notice may be served upon the presiding justice of the county court of the county in which such land or a greater part thereof is situate; and like proceedings shall be had as in other cases. (G. S. 338, § 16.)

SEC. 785. *May take and hold lands for side tracks and depots.*—Any railroad company in this State shall have the right to take and hold all necessary ground for depots and side tracks, and if the title thereof cannot be secured by agreement with the owners thereof, or if, from any other cause, the title may not be secured, such company may proceed to condemn the same, in the same manner and with the same effect as is now provided by law for the condemnation of other lands. (Laws 1870, p. 91, § 4.)

SEC. 786. *Shall file profile maps, when.*—Every railroad company shall, before constructing any part of their road into or through any county named in their articles of association, and every company heretofore formed and now operating roads in any county in this State, shall make a profile

map or maps of the route intended to be or already adopted by such company in such county, which map or maps shall show the actual survey, location and distance of the road bed through the congressional sections through which such road runs, and also the location and number of miles of main and side tracks of such road in such county, and which map or maps shall be certified by the president and engineer of the company or a majority of the directors, and filed in the office of the clerk of the county court of the county in which the road is to be or has been made. The company shall give written notice to all actual occupants of the land over which the route of the road is so designated, and which has not been purchased by or given to the company. (Laws 1877, p. 369.)

SEC. 787. *Company liable to sub-contractors, laborers, etc., when.*—Whenever any contractor for the construction of any part of a railroad, which is in process of construction, or any contractor for the repairing of any part of a railroad, shall be indebted to any sub-contractor, or laborer, or other person, who shall do or perform any work or labor upon, or furnish any materials for said road, such sub-contractor or laborer, or other person, may give notice of such indebtedness to said company in the manner hereinafter provided; and said company shall thereupon become liable to pay such sub-contractor, or laborer, or other person, the amount so due, and action may be maintained against said railroad therefor; such notice shall be given by said sub-contractor, laborer or other person, within twenty days after the performance of the labor or work, or the delivery of the materials for which the claim is made; such notice shall be in writing, and shall state the amount and number of days labor or work, and the amount, description and quantity of materials furnished, and the time when the said labor or work was performed, and the time when the said materials were furnished, for which the claim is made, and the name of the contractor from whom due, and shall be signed by such sub-contractor, laborer or other person, or their attorney, and shall be served on an engineer, agent or other person employed by said company having charge of the section of the road on which said labor or work was performed, or such material furnished, personally, or by leaving said notice in the office or usual place of business of such engineer, agent or person having charge, with some person over fifteen years of age; but no action shall be maintained against any company under the provisions of this section, unless the same be commenced within ninety days after notice is given to the company by such sub-contractor or laborer, as above provided. (Laws 1873, p. 61, § 1—c.)

(c.) Notice that sub-contractors are in arrears, etc., held sufficient. 54 Mo. 495. Laborer may maintain action. 30 Mo. 546. Statute construed. 57 Mo. 304.

SEC. 788. *May take material for construction, when and how.*--Any company shall have power, by themselves or agents, to enter and take from any land in the neighborhood of the line of their railroad, earth, gravel, stone, wood, water, or other material necessary for the construction and operation of said road, and also for the purpose of depositing thereon earth, stone, gravel, etc., and for the purpose of procuring water for their uses, may lay pipes, erect pumps, dams and reservoirs, and maintain and keep the same in repair, paying, if the owner of said lands and the said company can agree, the damages they shall do to said land or its appurtenances; or, if they cannot agree, then said company, before entering upon the land, shall apply to a justice of the peace of the county for the appointment of three commissioners, who shall be freeholders and disinterested, to ascertain the amount of the damages, who, being duly sworn by the justice impartially and faithfully to discharge the duties devolving on them, shall then ascertain the compensation, upon their own view of the grounds, and of the wood, earth, stone or gravel, which may be taken therefrom, or the earth, stone, gravel, etc., that may be deposited thereon, and the injury done in taking them, or depositing thereon: provided, that it shall be the duty of the party making the application to show to the justice of the peace that ten days' previous notice of the time of making the same has been given to the other party, or to some one of them; and no award which may be given under any appointment, without such notice, shall be obligatory or binding on the other party; and either party not satisfied with the award may appeal to the circuit court of the county in which said land may be, which may, at its discretion, confirm the said award and enter it of record, or, as often as may be deemed necessary, may supersede the said viewers, or any of them, appoint others in their stead, and direct another view and award to be made in the manner aforesaid. If any justice of the peace, or any freeholder, shall refuse or neglect to perform the duties assigned to them, respectively, or prescribed in this section, upon being thereto required by either party, as aforesaid, such justice or freeholder shall forfeit and pay to the party making the application a sum not exceeding twenty-five dollars, to be recovered before any justice of the peace of the county of which he is an inhabitant, and shall, moreover, be liable to the party aggrieved: provided, that no property shall be entered upon or disturbed, or the title divested under the provisions of this section, until the amount assessed by the commissioners or the circuit court shall be paid to such land owner, or deposited with the justice, or in court or with the clerk thereof, for such owners. (G. S., 336, §11, amended—d.)

(d.) Material, etc., taken for construction of road, statute must be strictly followed. 61 Mo. 33.

SEC. 789. *Companies may consolidate, when.*--Any two or more railroad companies in this State, existing under either general or special laws, and owning railroads constructed wholly or in part, which, when completed and connected, will form in the whole or in the main, one continuous line of railroad, are hereby authorized to consolidate in the whole or in the main, and form one company owning and controlling such continuous line of road, with all the powers, rights, privileges and immunities, and subject to all the obligations and liabilities to the State, or otherwise, which belonged to or rested upon either of the companies making such consolidation. In order to accomplish such consolidation, the companies interested may enter into contract fixing the terms and conditions thereof, which shall first be ratified and approved by a majority in interest of all the stock held in each company or road proposing to consolidate, at a meeting of the stockholders regularly called for the purpose, or by the approval, in writing, of the persons or parties holding and representing a majority of such stock. A certified copy of such articles of agreement, with the corporate name, to be assumed by the new company, shall be filed with the Secretary of State, when the consolidation shall be considered duly consummated, and a certified copy from the office of the Secretary of State shall be deemed conclusive evidence thereof. The board of directors of the several companies may then proceed to carry out such contract according to its provisions, calling in the certificates of stock then outstanding in the several companies or roads, and issuing certificates of stock in the new consolidated company under such corporate name as may have been adopted: provided, however, that the foregoing provisions of this section shall not be construed to authorize the consolidation of any railroad companies or roads, except when by such consolidation a continuous line of roads is secured, running in the whole or in the main, the same general direction; and provided, it shall not be lawful for said roads to consolidate in the whole or in part, when by so doing it will deprive the public of the benefit of competition between said roads. And in case any such railroad companies shall consolidate or attempt to consolidate their roads contrary to the provisions of this article, such consolidation shall be void, and any person or party aggrieved, whether stockholder or not, may bring action against them in the circuit court of any county through which such road may pass, which court shall have jurisdiction in the case and power to restrain by injunction or otherwise. And in case any railroad in this State shall hereafter intersect any such consolidated road, said road or roads shall have the right to run their freight cars without breaking bulk upon said consolidated road, and such consolidated road shall transact the business of said intersecting or connecting road or roads on fair and reasonable terms. Before any railroad companies shall

consolidate their roads, under the provisions of this article, they shall each file with the Secretary of State a resolution accepting the provisions thereof, to be signed by their respective presidents and attested by their respective secretaries, under the seal of their respective companies, which resolution shall have been passed by a majority vote of the stock of each, at a meeting of the stockholders to be called for the purpose of considering the same, sixty days public notice of the time, place and purpose of such meeting, having been given by advertisement in some newspaper printed in the county where the general offices of said company or companies of this State are situated. (Laws 1870, p. 89, § 1, amended.)

SEC. 790. *May aid construction of other roads, when.*—Any railroad company heretofore incorporated or hereafter organized in pursuance of law, may, at any time, by means of subscription to the capital stock of any other railroad company, or otherwise, aid such company in the construction of its railroad within or without the State, for the purpose of forming a connection of the last mentioned road with the road owned by the company furnishing such aid; or any such railroad company, which may have built its road to the boundary line of the State, may extend into the adjoining State, and for that purpose may build, buy, lease or consolidate, in the manner provided in the preceding section, with any railroads in such adjoining State and operate the same, and may own such real estate and other property in such adjoining State as may be convenient in operating such road; or any railroad company organized in pursuance of the laws of this or any other State, or of the United States, may lease or purchase all or any part of a railroad with all of its privileges, rights, franchises, real estate and other property, the whole or a part of which is in this State, and constructed, owned or leased by any other company, if the lines of the road or roads of said companies are continuous or connected at a point either within or without this State, upon such terms as may be agreed upon between said companies, respectively; or any railroad company duly incorporated and existing under the laws of any State of the United States may extend, construct, maintain and operate its railroad into and through this State, and for that purpose shall possess and exercise all the rights, powers and privileges conferred by the general laws of this State upon railroad corporations organized thereunder, and shall be subject to all the duties, liabilities and provisions of the laws of this State concerning railroad corporations as fully as if incorporated in this State: provided, that no such aid shall be furnished, nor any purchase, lease, subletting, or arrangements perfected until a meeting of the stockholders of said company or companies of this State, party or parties to such agreement, whereby a railroad in this State may be aided, purchased, leased, sublet, consolidated, or affected by such arrangement,

shall have been called by the directors thereof, at such time and place and in such manner as they shall designate, sixty days public notice thereof having been previously given, and the holders of a majority of the stock of such company, in person, or by proxy, shall have assented thereto, or until the holders of a majority of the stock of such company shall have assented thereto in writing, and a certificate thereof, signed by the president and secretary of said company or companies, shall have been filed in the office of the Secretary of State; and provided further, that if a railroad company of another State shall lease a railroad, the whole or a part of which is in this State, or make arrangements for operating the same as provided in this act, or shall extend its railroad into this State, or through this State, such part of said railroad as is within this State shall be subject to taxation, and shall be subject to all regulations and provisions of law governing railroads in this State; and a corporation in this State leasing its road to a corporation of another State shall remain liable as if it operated the road itself; and a corporation of another State, being the lessee of a railroad in this State, shall likewise be held liable for the violation of any of the laws of this State, and may sue and be sued, in all cases and for the same causes, and in the same manner as a corporation of this State might sue or be sued, if operating its own road; but a satisfaction of any claim or judgment, by either of said corporations, shall discharge the other; and a corporation of another State being the lessee as aforesaid, or extending its railroad as aforesaid into or through this State, shall establish and maintain an office or offices in this State, at some point or points on the line of the road so leased or constructed and operated, at which legal process and notice may be served as upon railroad corporations of this State. (Laws 1881, p. 75.—e.)

SEC. 791. *Shall not consolidate, when.*—No railroad or other corporation, or the lessees, purchasers or managers of any railroad corporation, shall consolidate the stock, property or franchises of such corporation with, or lease or purchase the works or franchise of, or in any way control, any railroad corporation owning or having under its control a parallel or competing line; nor shall any officer of such corporation act as an officer of any other railroad corporation owning or having the control of a parallel or competing line. (New section. Con., art. xii, § 17.)

SEC. 792. *Directors shall hold meeting and report to Railroad Commissioners, when—report shall contain, what.*—The directors of every railroad company or corporation which is now, or hereafter may be, organized under the laws of this State, shall hold a meeting on the second Tuesday of March of each year, at their office or place of business, which shall have been es-

(e.) Consolidation of roads, statute construed. 65 Mo. 228; 61 Mo. 17. Courts will not take judicial notice of. 61 Mo. 89.

tablished in this State, thirty days notice having been given by publication in two or more newspapers, having the greatest circulation, published in the county in which the office of such railroad company or corporation shall be situated ; and it shall be the duty of the directors of every such company or corporation, within thirty days after the time fixed for holding such meeting, to make a report to the Railroad Commissioners the number of miles of road completed, the cost per mile of that finished, and other estimated cost of the projected portion ; the amount of rolling stock, the gross and net receipts from its passenger earnings and from its freight earnings separately ; the amount of stock subscribed and the amount paid, and such other items as may be necessary to show the condition of the company or may be required by the Commissioners. (New section. Con., art. xii, § 15.)

SEC. 793. *Penalty for violation of preceding section.*—The directors of any such railroad company who shall fail to hold such meeting, or neglect to make such report, shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine of not less than two hundred and fifty nor more than one thousand dollars. (New section.)

SEC. 794. *Employes to wear badges of identity.*—Every conductor, baggage-master, engineer, brakeman, or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector without such badge shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office ; and no officer or servant without such badge shall have authority to meddle or interfere with any passenger, his baggage or property. (G. S. 339, § 23.)

SEC. 795. *Interest account with stockholders to be kept.*—Any railroad company may open and keep an interest account with their stockholders, from the dates of their payments on their subscription, respectively ; and, in order to place all their stockholders on an equal footing, may allow interest from the dates of such payments, payable in stock, for such time and under such regulations as the board of directors may prescribe. (G. S. 340, § 27.)

SEC. 796. *Ejection of passengers when, lawful.*—If any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or by [be guilty of] repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, as the conductors shall elect, on stopping the train. (G. S. 340, § 28.)

SEC. 797. *Train regulations---notice to be given---accommodations to be furnished, etc.*—Every railroad corporation in this State, which now is or may hereafter be engaged in the transportation of passengers or property, shall give public notice of the regular time of starting and running its cars, and shall furnish sufficient accommodations for the transportation of all such passengers, baggage, mails and express freight, as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting, at the junctions of other railroads, and at the several stopping places; and shall, at all crossings and intersections of other railroads, where such other railroad, and the railroad crossing the same, are now or may hereafter be made upon the same grade, and the character of the land at such crossing or intersection will admit of the same, erect, build and maintain, either jointly with the railroad company whose road is crossed, or separately by each railroad company, a depot or passenger house and waiting room or rooms sufficient to comfortably accommodate all passengers awaiting the arrival and departure of trains at such junction or railroad crossing, and shall keep such depot or passenger house warmed, lighted, and open to the ingress and egress of all passengers a reasonable time before the arrival and until after the departure of all trains carrying passengers on said railroad or railroads; and they are hereby required to stop all trains carrying passengers at the junction or intersection of other railroads a sufficient length of time to allow the transfer of passengers, personal baggage, mails and express freight, from the trains of railroads so connecting or intersecting, or they may mutually arrange for the transportation of such persons and property over both roads without change of cars; and they shall be compelled to receive all passengers and freight from such connecting or intersecting roads whenever the same shall be delivered to them. Every railroad corporation or company which shall fail, neglect or refuse to comply with the conditions of this section from and after the first day of July, 1881, shall, for each day said corporation or railroad company refuses, neglects or fails to comply therewith, after said day, forfeit and pay the sum of twenty-five dollars, which may be recovered in the name of the State of Missouri, to the use of the school fund of the county wherein said crossing is situate; and it shall be the duty of the prosecuting attorney to prosecute for and recover the same. (Laws 1881, p. 77.)

SEC. 798. *Passenger trains—change of time—notice to be given.*—Whenever any such railroad corporation may wish to change the time of running its passenger trains, due notice shall be given to the proper officer of other connecting railroads of the time when trains will arrive and depart at such points of intersection or connection, to enable such other railroad companies to conform the running of their trains thereto. (G. S. 341, § 34.)

SEC. 799. *Freight accounts to be kept—books, how and when produced.*—All railroad companies in this State shall keep correct accounts of the time at which any freight is received for shipment, and shall transport the same in its proper time; and when, in the trial of any cause in any court, a party shall be entitled to have produced at such trial the books and papers of the company, including the receipt and freight-books, as well as the account of the shipments of such company; he shall have access to such books and papers as may be necessary, when authorized by an order of court, as is now provided in other civil cases. (G. S. 344, § 49, amended—*h.*)

SEC. 800. *Not liable for injury to passenger, when.*—In case any passenger on any railroad shall be injured while on the platform of a car, or in any baggage, wood or freight car, in violation of the printed regulations of the company, posted up at the time, in a conspicuous place inside of its passenger cars, then in the train, such company shall not be liable for the injury; provided, said company, at the time, furnished room inside its passenger cars sufficient for the proper accommodation of the passengers. (G. S. 343, § 45.)

SEC. 801. *Companies may contract with each other, etc.*—All railroad corporations may contract with each other, or with other corporations, in any manner not inconsistent with the scope, object and purpose of their creation and management. (G. S. 341, § 32.)

SEC. 802. *Duties as to receipt and shipment of freight.*—Every such railroad corporation is hereby required to receive all freight or live stock which may be offered for transportation at the place of starting, at the junction of the other roads, and at usual stopping places, and shall take, transport and deliver the same, without unnecessary delay, according to contract. (G. S. 341, § 33.)

SEC. 803. *Freight may be sold for charges, when.*—If any such railroad corporation shall have transported any freight which shall not be called for within six months, or on which the charges shall not have been paid for thirty days, they may sell the same, after giving not less than ten days' notice, by posting where such articles are stored, and also by publishing the same in the nearest local paper; and any sums of money received from the proceeds of such sale, after paying all charges, and expenses of sale, shall be paid into the county treasury for the benefit of the owner, if he shall thereafter appear; but if such money be not claimed within one year, it shall go into the school fund of the county. (G. S. 341, § 35.)

SEC. 804. *Baggage shall be checked—penalties.*—All baggage, when taken for transportation, shall be checked, if there is a handle, loop or fixture, so

(*h.*) May decline to receive freight, when. 51 Mo., 311. But when freight is received, it must be forwarded without delay. Id; 62 Mo., 527.

that the same can be attached, and a duplicate thereof given to the passenger or person delivering the same; and if such check be refused on demand, the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; and, further, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded; and on producing such check, or if he have no check, on demanding his baggage, if it be not delivered to him, he shall recover the value thereof. (G. S. 341, § 36.)

SEC. 805. *Freight cars, etc., shall not be placed in rear of passenger cars.*—In forming a passenger train, baggage, freight, merchandise or lumber cars shall not be placed in rear of passenger cars; and if they, or any of them, shall be so placed, the officer or agent who so directed or knowingly suffered such an arrangement, and the conductor of the train, shall be deemed guilty of a misdemeanor, and be punished accordingly. (G. S. 342, § 37.)

SEC. 806. *Bell to be rung or whistle sounded at road crossings.*—A bell shall be placed on each locomotive engine, and be rung at a distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to such engine, and be sounded at least eighty rods from the place where the railroad shall cross any such road or street, except in cities, and be sounded at intervals until it shall have crossed such road or street, under a penalty of twenty dollars for every neglect of the provisions of this section, to be paid by the corporation owning the railroad, to be sued for by the prosecuting or circuit attorney of the proper circuit, within ten days after such penalty was incurred—one-half thereof to go to the informer, and the other half to the county; and said corporation shall also be liable for all damages which any person may hereafter sustain at such crossing when such bell shall not be rung or such whistle sounded as required by this section: provided, however, that nothing herein contained shall preclude the corporation sued from showing that the failure to ring such bell or sound such whistle was not the cause of such injury. (Laws 1881, p. 79.)

SEC. 807. *Road and street crossings to be constructed and maintained.*—Every such corporation shall construct and maintain good and sufficient crossings, where its railroad crosses public roads, or town streets, now or hereafter opened for public use, which crossings shall be constructed of the materials and in the manner following: On each side of each rail shall be laid a plank of not less than eight inches in width, and the remaining space between the rails shall be macadamized; on the outside of each rail there

shall be a macadamized or gravel pavement of not less than six inches in depth and not less than four nor more than ten feet in width, to be determined by the road overseer, street commissioner, or overseer having such public road or street in charge; this pavement to be substantially and properly joined up to the plank provided to be laid on the outside of each rail. And every such corporation shall also cause boards to be placed, well supported by posts or otherwise, and constantly maintained, across each traveled public road or street where the same is crossed by the railroad; said boards shall be elevated so as not to obstruct the travel, and to be easily seen by the travelers, and on each side of such boards shall be painted in capital letters of at least the size of nine inches each, the words, "railroad crossing—look out for the cars." If such corporation fail to construct and maintain said crossings, or to put up boards as above provided, then the overseers, municipal authorities or parties having legal control or charge of said roads or streets, shall notify such corporation of the necessity for the construction thereof, which notice shall be in writing, and shall be served by delivering a copy of the same to the agent of the company most convenient to the crossing; upon the service of such notice, if such corporation fail to construct said crossings or put up said boards within sixty days from the service of said notice, the parties having charge or control of said roads or streets may proceed to construct said crossings or put up said boards as herein provided, and shall be entitled to recover the amount expended, together with all accruing costs, from such corporation thus refusing or neglecting to construct or put up the same; and such corporation shall be liable for all damages resulting from such neglect to construct such crossings or erect such sign boards as are hereby provided for; said damages to be recovered before any court having jurisdiction thereof, by civil action in the name of the parties injured or having legal control of said roads or streets. But this section shall not apply to streets in cities or villages, unless the corporation shall be required to put up such boards by the officers having charge of such streets. (Laws 1875, p. 130, § 1.)

SEC. 808. *Penalty for injuring railroad property.*—If any person or persons shall willfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to said corporation treble the amount of damages sustained by means of such offense. (G. S. 342, § 41.)

SEC. 809. *Fences, gates and cattle guards to be erected—penalty—proprietors may erect, when—penalty against trespassers.*—Every railroad corporation formed or to be formed in this State, and every corporation to

be formed under this article, or any railroad corporation running or operating any railroad in this State, shall erect and maintain lawful fences on the sides of the road where the same passes through, along or adjoining inclosed or cultivated fields or uninclosed lands, with openings and gates therein, to be hung and have latches or hooks, so that they may be easily opened and shut, at all necessary farm crossings of the road, for the use of the proprietors or owners of the land adjoining such railroad, and also to construct and maintain cattle guards where fences are required, sufficient to prevent horses, cattle, mules and all other animals from getting on the railroad; and until fences, openings, gates and farm crossings and cattle guards, as aforesaid, shall be made and maintained, such corporation shall be liable in double the amount of all damages which shall be done by its agents, engines or cars to horses, cattle, mules or other animals on said road, or by reason of any horses, cattle, mules, or other animals escaping from or coming upon said lands, fields or inclosures, occasioned in either case by the failure to construct or maintain such fences or cattle guards. After such fences, gates, farm crossings and cattle guards shall be duly made and maintained, said corporation shall not be liable for any such damage, unless negligently or willfully done. If any corporation aforesaid shall fail, neglect or refuse, for and during the period of three months after the completion of its road through or along the lands, fields or inclosures hereinbefore named, to erect or maintain any fence, openings or farm crossings or cattle guards, as herein required, then the owners or proprietors of said lands, fields or inclosures may erect and maintain such fences, openings, gates or farm crossings or cattle guards, and shall thereupon have a right to sue and recover from such corporation in any court of competent jurisdiction, the full value of such fences, openings or gates, cattle guards or farm crossings; and if any person shall ride, lead or drive any horses or other animals upon such road within such fences and guards, other than a farm crossing, without the consent of the corporation, he shall, for every such offense, forfeit and pay a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby to the party aggrieved. If any person not connected with or employed upon the railroad, shall walk upon the track or tracks thereof, except where the same shall be laid across or along a publicly traveled road or street, or at any crossing, as hereinbefore provided, and shall receive harm on account thereof, such person shall be deemed to have committed a trespass in so walking upon said track in any action brought by him on account of such harm against the corporation owning such railroad, but not otherwise. (Laws 1877, p. 373—*j.*)

(j) This section differs from section 43, G. S., p. 342, in not excepting timbered lands. 60 Mo., 209; 55 Mo., 271; 54 Mo., 219; 67 Mo., 56. Double damages,

SEC. 810. *Ditches and drains to be constructed, by whom—penalty for failure, how collected.*—It shall be the duty of every corporation, company or person owning or operating any railroad or branch thereof in this State, and of any corporation, company or person constructing any railroad in this State, within three months after the completion of the same through any county in this State, to cause to be constructed and maintained suitable ditches and drains along each side of the road bed of such railroad, to connect with ditches, drains or water courses, so as to afford sufficient outlet to drain and carry off the water along such railroad, whenever the draining of such water has been obstructed or rendered necessary by the construction of such railroad; and in case such corporation, company or person shall fail or neglect to construct and maintain such ditches or drains, within the time limited in this article, the county courts of the counties through which such railroad has been or may be located, are hereby authorized and required, upon the petition of twenty land owners of such county, along the line of and contiguous to such railroad, to cause such ditches or drains to be constructed and maintained, and such court may maintain an action against such corporation, company or person failing to construct and maintain such ditches or drains, in any court of competent jurisdiction, in the name of such county, and shall be entitled to recover all costs, expenses and damages incurred and accruing in the construction and maintenance of such ditches or drains. (Laws 1874, p. 121, amended—*k.*)

SEC. 811. *Construction on county lines—survey to be made, by whom, for what purpose.*—In any case where a railroad is built along any county line, or where the line dividing any two or more counties is crossed and recrossed by any such railroad, in order to ascertain the exact amount of railroad bed and track which belongs within the lines of each of the respective counties, the county courts of each of such counties are hereby authorized and required to cause a survey of the same to be made, and it shall be the duty of the county courts to appoint the county surveyor, or some other suitable person, for each of their respective counties, who shall proceed

when allowed. 63 Mo., 284; 53 Mo., 525; 55 Mo., 416. An action under this section will not lie for the negligent management of trains. 66 Mo., 567; 60 Mo., 209. Company not liable for stock drowned on right of way, when. 66 Mo., 325. For stock killed within limits of incorporated towns, etc., unless done by actual negligence. 66 Mo., 572, 567 and 683. For the failure to erect fences or cattle guards at stations. 64 Mo., 412, 73; 49 Mo., 199; 58 Mo., 78. For stock killed by a locomotive being used by a servant without authority. 66 Mo., 572. Pleadings before justices of the peace held sufficient. 48 Mo., 378; 58 Mo., 109. But see 65 Mo., 441. What required to be alleged and shown in courts of record. 33 Mo., 309; 34 Mo., 127, 177; 67 Mo., 245; 65 Mo., 230. Petition held sufficient. 52 Mo., 522; 59 Mo., 246.

(*k.*) Dams—surface water—duties of company, etc. 57 Mo., 433.

jointly to survey, locate and establish the said line; and the said surveyor shall commence at the first intersection of the county line with said railroad, at either end of the same, as it may suit their convenience, and make a correct survey of the same, and measure correctly all portions of the bed and track of said railroad which they find on either side of said county line. They shall file in the office of the county clerk of each of their respective counties a correct plat of said survey, with the notes of the same, showing the exact amount of the road bed which belongs within the lines of each of the respective counties; and in all cases hereafter, in the assessment and collection of the revenue on said railroads, the county court shall be governed by the said survey. (Laws 1877, p. 370, amended.)

SEC. 812. *Shipments of grain in bulk*--Every railroad corporation which shall receive any grain in bulk for transportation to any place within the State, shall transport and deliver the same to any consignee, elevator, warehouse or place to whom or to which it may be consigned and directed: provided, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property, by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be, by the court, in an action on which such failure or refusal shall be founded, adjudged to pay, for the use of the people of this State, a sum of not less than one thousand nor more than five thousand dollars, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a court of competent jurisdiction, and obtain the appointment of a receiver to take charge of and manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied. (Laws 1872, p. 74, § 3.)

SEC. 813. *Consignments to elevators, etc., declared temporary.*—All consignments of grain to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor, at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession, who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncancelled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property the value of the property, and shall forfeit and pay to the owner or consignee the sum of twenty-five dollars, to be recovered by civil action before any court of competent jurisdiction; and no extra charge shall be permitted by the corporation having the custody of such property in consequence of such change of consignment. (Laws 1872, p. 75, § 4, amended.)

SEC. 814. *Time allowed for removing grain from cars.*—Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty-four hours, free of expense, after actual notice of arrival, by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track; which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading unless it can be reached by the consignee or person entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded; nor shall such change of consignment in any degree affect the ownership or control of property in any other way. (Laws 1872, p. 75, § 5.)

SEC. 815. *No discrimination allowed in shipping grain—grain to be weighed and shortage made up.*—Every railroad corporation chartered by or organized under the laws of this State, or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain, in bulk or otherwise, within a

reasonable time, and load the same either upon its track, at its depot, or at any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned: and at all stations where scales are required to be kept, at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight, and such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same, except that one one-half of one per cent. shall be allowed for leakage, shrinkage or other loss on bulk grain. In default of such delivery the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered. (Laws 1872, p. 73, § 1, amended.)

SEC. 816. *Scales for weighing by car loads to be erected, where—penalty for refusal.*—At all stations or places from which the shipment of grain by the road of any such corporation shall have amounted, during the previous year to fifty thousand bushels or more, such corporation shall erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by the car load in their cars. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales, or shall, upon receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent, having personal knowledge of the amount of grain so shipped, shall be taken as true as to the amount so shipped; and in case of neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent, having personal knowledge of the weight thereof, shall be taken as true as to the amount delivered; and if by such statement it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value

of such shortage at the time and place when and where the same should have been delivered. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of the preceding section, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense, and for each and every day such refusal or neglect is continued, the sum of one hundred dollars, to be recovered in an action of debt before any court of competent jurisdiction, in the name of the State of Missouri—such penalty and forfeiture to be paid to the county in which suit is brought—and shall also be required to pay all costs of the prosecution, including such reasonable attorney's fees as may be assessed by the court before whom the case may be tried. (Laws 1872, p. 73, § 2, amended.)

SEC. 817. *Must receive and deliver grain at crossings and junctions of other roads, etc.*—Every railroad corporation organized or doing business under the laws of this State, or authority thereof, shall receive and deliver all grain and other freight consigned to its care for transportation at the crossings and junctions of all other railroads, canals and navigable rivers; and shall, at all cities and towns along the line of their railroad, having a population of two hundred inhabitants or more, construct and maintain switches and freight houses for the receipt and delivery of grain and other freight that may be tendered such railroad corporation for transportation; and shall stop at least one train daily thereat to receive and unload freight. Any violation of this section shall render such railroad corporation subject to the same penalty as contained in section eight hundred and thirteen. (Laws 1881, p. 78,)

SEC. 818. *Officers, etc., prohibited from furnishing supplies to company.*—No president, director, officer, agent or employe of any railroad company, or other corporation operating a railroad, shall hereafter be interested in any manner, directly or indirectly, in furnishing materials or supplies to such company, nor shall any such officer, agent or employe of any railroad company or other corporation, owning, controlling or managing a railroad, be interested, directly or indirectly, in the business of transportation as a common carrier of freight and passengers, over the works owned, leased, controlled or operated by the corporation or association of which he is an officer, agent or employe. (New section. Con., art. xii, § 22,)

SEC. 819. *Power to construct roads, connect with, intersect or cross other lines—duty to receive each other's freight, etc.*—Any railroad corporation, or association, organized for the purpose, shall have the right to construct and operate a railroad between any points within this State, and to connect at the State line with railroads of other States; and shall have the right, with its road, to intersect, connect with, or cross any other railroad, and shall receive and transport each other's passengers, tonnage and cars, loaded or empty, without delay or discrimination. (New section. Con., art. xii, § 13.)

SEC. 820. *Freight, charges on, regulated.*—No railroad corporation organized or doing business in this State, under any act of incorporation, or general law of this State, now in force, or which may be hereafter enacted, shall, directly, or indirectly, charge or collect, for the transportation of goods, merchandise or property on its said road for any distance, any larger or greater amount, as toll or compensation, than is charged or collected for the transportation of similar quantities of the same class of goods, merchandise or property, over a greater distance upon the same road, nor shall such corporation charge different rates for receiving, handling or delivering freight at different points on its road, or roads connected therewith, which it has a right to use, nor shall any such railroad corporation charge or collect, for the transportation of goods, merchandise or property, over any portion of its road, a greater amount as toll or compensation than shall be charged or collected by it for the transportation of similar quantities of the same class of goods, merchandise or property, over any other portion of its road of equal distance; and all such rules, regulations or by-laws of any railroad corporation, as fix, prescribe or establish any greater toll or compensation than is herein-before prescribed, are hereby declared to be void. (Laws 1872, p. 69, § 1—l.)

SEC. 821. *Railways declared highways, and companies, common carriers—discrimination prohibited.*—Railways heretofore constructed, or that may hereafter be constructed in this State, are hereby declared public highways, and railroad companies common carriers. No railway company, corporation or association shall hereafter make any discrimination in charges or facilities in the transportation of freight or passengers between transportation companies and individuals, nor in the transportation of freight between commission merchants, or other persons engaged in the transportation of freight, and individuals, in favor of either by abatement, drawback, or otherwise, nor shall any such company, corporation or association, nor any lessee, manager or employe of any such company, corporation or association make any preference between the parties aforesaid in furnishing cars or motive power, for the purpose aforesaid. Any company, corporation or association, or manager, lessee or employe, violating the provisions of this section, shall forfeit and pay to the party injured the whole amount of such transportation charged, to be recovered before any court of competent jurisdiction: provided, that excursion or commutation tickets may be issued at special rates. (New section. Con., art. xii, §§ 14, 23.)

SEC. 822. *Penalty for overcharges on freight.*—Any railroad corporation which shall fix, demand, take or receive, from any person or persons, any greater toll or compensation for the transportation, receipt, handling or delivery of goods or merchandise, in violation of the provisions of this

article, shall forfeit and pay for any such offense any sum not exceeding one thousand dollars and costs of suit, including a reasonable attorney's fee, to be taxed by any court where the same is heard by appeal or otherwise, to be recovered by civil action by the party aggrieved, in any court having jurisdiction thereof; and any officer, agent or employe of any such railroad corporation, who shall knowingly or willfully violate the provisions of this article shall be liable to the penalties prescribed in this section. (Laws 1872, p. 70 § 4.)

SEC. 823. *Corporate powers to cease, when*—If any corporation, formed under this article, shall not, within two years after its articles of association are filed and recorded in the office of the Secretary of State, begin the construction of its road, and shall not, within one year thereafter, expend thereon not less than ten per cent. on the amount of its capital, or shall not finish its road and put it in operation in ten years from the time of filing its articles of association as aforesaid, its corporate existence and powers shall cease: provided, that if a portion of their road shall be finished and in operation, they shall continue their corporate existence, with power to hold and manage the portion of their road so constructed, and for no other purpose. (Laws 1869, p. 73—*m.*)

SEC. 824. *Existing and future corporations governed by this article*—All existing railroad corporations within this State, and such as may be hereafter chartered or formed, shall, respectively, have and possess all the powers and privileges contained in this article; and they shall be subject to all the duties, liabilities and provisions not inconsistent with the provisions of their charter herein contained. (G. S. 343, § 48.)

SEC. 825. *Railroad defined*.—The term railroad corporation contained in this chapter shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate, any railroad in this State. (Laws 1872, p. 69, § 2.)

SEC. 826. *Union depots—how constructed—corporation for*—In order to facilitate the public convenience and safety in the transmission of goods and passengers in large cities from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any three or more railroads, may themselves form or join individuals in forming a corporation under the general laws of the State relating to private corporations, for the purpose of constructing, establishing and maintaining a union station for passengers or freight depots or for both, in any city of this State, with the necessary offices and rooms convenient for and appurtenances thereto, and for that

purpose may make and sign articles in which shall be stated the number of years the same is to continue, the city in which the same is to be located, the amount of the capital stock of said company, which shall not exceed three millions of dollars: the amount of each share of stock, the names and places of residence of its directors, which shall not be less than five nor exceed nine, who shall manage its affairs for the first year and until others are chosen in their place, and shall also state the amount of stock taken by each subscriber. (Laws 1871, p. 59, § 1.)

SEC. 827. *Id. Powers of such corporations.*—Every corporation formed under section eight hundred and twenty-six, in addition to the general powers conferred by the laws of this State in relation to corporations, shall have power: First, to take and hold for the purposes mentioned in said section, such real estate as they may acquire, either by conveyance to said corporations, and such as it may acquire under the provisions of said section by condemnation; second, to take, occupy and condemn any lands and real estate needed for the establishment of such union station or depot, and the same proceedings shall be had therefor as provided by law relating to the appropriation and valuation of land taken for telegraph, macadamized, graded, plank or railroad purposes, so far as applicable thereto, and when so condemned the said land and any interest therein shall belong to such corporation as owner thereof; third, with the consent of the proper authorities of the city in which said station or depot is to be constructed to have the right to lay the necessary track over, upon or under such streets of said city as may be necessary, in order to make the necessary connections with said railroads, and may with such consent also construct such station or depot under, over or upon any such streets; fourth, from time to time to borrow such sums of money as may be necessary for the construction, completion and finishing or repairing of such station or depot, and to issue and dispose of their bonds for such amounts, at such prices, as they shall think proper, and to mortgage their corporate property and franchise for the purpose of securing the same; fifth, to open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association: provided, that no company organized under the provisions of said section shall hold or acquire any real estate, except such as shall be actually necessary for such depot purposes. (Laws 1871, p. 60, § 4, amended.)

SEC. 828. *Cleaning stock cars, etc., when and where prohibited.*—It shall be unlawful for any railroad or stockyard company or corporation, or any agent, servant or employe of any railroad or stockyard company or corporation, to unload, between the first day of June and the first day of November of each year, or empty or clean out any pens, or stockyards, or any car or cars in which any neat cattle, horses, mules, sheep, swine or other live

stock have been confined or shipped, on any but lands inclosed by a lawful fence, and not in or adjacent to any spring or running stream of water. Any railroad company, corporation or person offending against the provisions of this act shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be fined in a sum of not less than fifty nor more than five hundred dollars. (Laws 1879, p. 168, § 1.)

SEC. 829. *Penalty for violation of preceding section.*—In every case where any animal belonging to another shall become diseased or die by reason of the non-compliance of any railroad company or corporation with the provisions of the preceding section, the owner of such animal may recover against such railroad company or corporation the full amount of all damages, together with all costs of prosecution. (Laws 1879, p. 169, § 2.)

SEC. 830. *Time for the completion of certain roads extended.*—The time within which any railroad company now organized under the general laws of this State, relating to railroads and railroad companies, shall finish its railroad and put the same in operation, shall be extended three years beyond the expiration of ten years, from and after the filing of its articles of association in the office of the Secretary of State: provided, that at the expiration of said ten years, such railroad company shall have finished and put in operation, thirty per centum of the whole length of its proposed road; and such railroad company shall have and possess all the rights to complete, maintain and operate such road, to which it would have been entitled had its road been finished and put in operation within the aforesaid ten years: provided, that this section shall be operative for the purpose of the completion, maintenance and operation of such railroads only, and for no other purpose; and that at the expiration of ten years from the time such companies were incorporated, all rights that such railroad companies might have during the period of ten years next after their incorporation to the subscription of stock in aid of the uncompleted portion of such railroads, subscribed by any individual, county, town, township or part of township in this State, or by any other association whatever, shall cease, and such subscription shall become void: provided, that nothing in this section shall be so construed as to bind or hold any person, county, city, town or township, or any part of said county, city, town or township liable to any subscription heretofore made to any railroad company, whose rights are extended by the provisions of this section: and, provided further, that this section shall not apply to any road whose articles of incorporation shall have been filed ten years or more prior to the passage of this section, nor shall any railroad company be entitled to the provisions of this section until it shall have filed with the Secretary of State an unconditional release, duly executed and acknowledged by the proper officer or officers of such company, discharging all individuals, counties, towns, cities, townships

and parts of townships from all stock or aid subscribed, voted or promised in aid of the construction or maintenance of such railroad in the counties through which said company may fail to complete its road by the 29th day of June, 1879. (Laws of 1879, p. 170, § 1.)

ARTICLE III.

RAILROAD CLASSIFICATIONS—CHARGES—COMMISSIONERS.

SECTION

- 831. Roads classified.
- 832. Passenger charges regulated.
- 833. Freight classified.
- 834. Freight charges regulated.
- 835. Penalty for illegal charges, etc.
- 836. Jurisdiction of courts, etc.
- 837. Railroad Commissioners — selection—qualifications.
- 838. Powers of Commissioners, etc.
- 839. Id. May issue subpoenas, etc., how enforced.
- 840. Id. Penalty for disobedience of process, etc.

SECTION

- 841. Railroad companies to make annual reports—contents.
- 842. Commissioners may classify freight, when.
- 843. Powers and duties of Commissioners as to inspection of tracks, etc.
- 844. Decision of Commissioners binding on companies—penalty, etc.
- 845. Oath and bond of Commissioners.
- 846. Their compensation.
- 847. Construction of act.

SEC. 831. *Roads classified.*—All railroads in the State of Missouri are hereby divided into three classes, to be known as class A, class B and class C. Class A shall include all through or trunk line railroads. Class B shall include all the branch roads owned, leased or occupied by such through or trunk line railroad companies or corporations. Class C shall include all other railroads or parts of railroads owned, leased or occupied, or which may hereafter be owned, leased or occupied in this State, either wholly or in part. (Laws 1875, p. 113, § 1.)

SEC. 832. *Passenger charges regulated.*—Any individual, company or corporation owning, operating, managing or leasing any railroad or part of a railroad in this State, in the several classifications as herein prescribed, shall be limited to a compensation per mile for the transportation of any person with ordinary baggage, not exceeding one hundred pounds in weight, as follows: In class A not exceeding three cents per mile, and in classes B and C not exceeding four cents per mile: provided, that no such individual, company or corporation shall charge, demand or receive any greater com-

pensation per mile for the transportation of children of the age of twelve years or under, than one-half of the rate above prescribed: and, provided further, that the rates for transportation herein prescribed may be reduced, as hereinafter provided. (Laws 1875, p. 113, § 2.)

SEC. 833. *Freight classified.*—All freights hereafter transported upon any railroad or part of a railroad in this State, are hereby divided into four general classes, to be designated as first, second, third and fourth classes, and into seven special classes, to be designated as class D, E, F, G, H, I and J. Class D shall comprise all grain in car loads. Class E shall comprise flour in lots of fifty barrels or more, and lime in lots of twenty-four barrels or more. Class F shall comprise salt in lots of sixty barrels or more, and cement, water-lime and stucco in lots of twenty-four barrels or more. Class G shall comprise lumber, lath and shingles, in car loads. Class H shall comprise live stock, in car loads. Class I shall comprise agricultural implements, furniture and wagons. Class J shall comprise coal, brick, sand, stone, railroad ties and cord wood, and all heavy fourth-class articles, in car loads; and in addition to the several articles in the said special classes, shall be added other articles as and in the manner hereinafter prescribed, except in classes D, E, G and H; and all articles not before enumerated or subsequently set into said classes as hereinafter provided, shall be placed in and belong to the four general classes, to be classified by the railroad commissioners hereinafter to be provided. (Laws 1875, p. 113, § 3.)

SEC. 834. *Freight charges regulated.*—No individual, company or corporation owning, operating, managing or leasing any railroad or part of a railroad, designated in section 831 as in classes A. B. or C, shall charge for or receive a greater or higher rate for carrying articles named in the several special classes herein designated, than is hereinafter provided for, namely: Class D, not exceeding six cents per one hundred pounds for the first twenty-five miles, and not exceeding four cents per hundred pounds for the second twenty-five miles, and not exceeding two cents per hundred pounds for each additional twenty-five miles, or fractional part thereof, unless the fraction shall be less than thirteen miles, in which case the rate shall be one cent for said fractional part, unless the whole distance be over two hundred miles, when no greater rate than one-half cent per hundred pounds shall be received for each twenty-five miles over said first mentioned two hundred miles. Class E, not exceeding twelve cents per barrel for the first twenty-five miles, and not exceeding eight cents per barrel for the second twenty-five miles, and not exceeding four cents per barrel for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed two cents per barrel for said

fractional part, unless the whole distance be over two hundred miles, when no greater rate than one cent per barrel shall be charged for each additional twenty-five miles over said two hundred miles. Class F, not exceeding fifteen cents per barrel for the first twenty-five miles, and not exceeding six cents per barrel for the second twenty-five miles, and not exceeding three and one-half cents per barrel for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed one and one-half cents per barrel for said fractional part. Class G, not exceeding eight dollars per car load for the first twenty-five miles, and not exceeding five dollars per car load for the second twenty-five miles, and not exceeding two dollars per car load for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed one and one-half dollars per car load for each fractional part. Class H, not exceeding ten dollars per car load for the first twenty-five miles, and not exceeding seven dollars per car load for the second twenty-five miles, and four dollars per car load for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed two dollars per car load for each fractional part. Class I, not exceeding eleven dollars per car load for the first twenty-five miles, and not exceeding six dollars per car load for the second twenty-five miles, and not exceeding three dollars per car load for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed one dollar and fifty cents per car load for such fractional part. Class J, not exceeding eight dollars per car load for the first twenty-five miles, and not exceeding six dollars per car load for the second twenty-five miles, and not exceeding two and one-half dollars per car load for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed one dollar per car load for such fractional part. In computing the rates of freight according to the provisions of this article, the distance shall be computed from the point where it is received in this State, notwithstanding it may pass from one road to another. (Laws 1875, p. 113, § 4.)

SEC. 835. *Penalty for illegal charges, etc.*—In no instance shall any such individual, company or corporation, lessee or other person, charge or receive any greater rate of compensation for carrying freight or passengers than hereinbefore provided, and any individual, company or corporation violating, or in any way evading the provisions of this article, shall forfeit all right to recover or receive any compensation whatever for the service rendered wherein such violation is attempted; and every agent of any such corporation, lessee or other individual operating any railroad within this State,

who shall refuse to receive for transportation over the road for which he is agent, in the usual way, any of the articles hereinbefore mentioned, on account of the compensation hereinbefore prescribed being too low, or receiving any such articles of freight, shall charge or attempt to charge for the transportation of the same any greater sum than herein fixed, or shall in any manner violate or attempt to violate or evade the provisions of this article, shall be deemed guilty of a misdemeanor and, on conviction thereof, shall pay a fine of not exceeding two hundred dollars for each and every offense, and the injured party shall have a right of action against said agent, or against the railroad company or other persons operating the railroad, or both, in which case he shall be entitled to recover three times the amount taken or received from him in excess of the rate prescribed by this article. (Laws 1875, p. 144, § 5.)

SEC. 836. *Jurisdiction of courts, etc.*—Justices of the peace shall have concurrent jurisdiction with the circuit court in all cases of prosecutions for a violation of this article, with full power and authority to impose fines, and to the same extent as the circuit court in all cases where the amount claimed does not exceed two hundred dollars: provided, that either party shall have the right to appeal as in all other cases tried before a justice of the peace; and justices of the peace shall have jurisdiction in all civil cases under this article, whenever the amount claimed does not exceed two hundred dollars. (Laws 1875, p. 115, § 6.)

SEC. 837. *Railroad commissioners—selection—qualifications.*—The Governor shall, immediately after the passage of this act and before the adjournment of the present General Assembly, by and with the consent of the Senate, appoint three Railroad Commissioners, who shall hold their office until the first day of January, 1877, and until their successors are elected and qualified, and at the general election to be held in 1876, there shall be elected by the qualified voters of the State, three Railroad Commissioners, one of whom shall be elected for two years, and one of whom shall be elected for four years, and one of whom shall be elected for six years; and at each general election, every two years thereafter, there shall be one Railroad Commissioner elected, who shall hold his office for six years, and until his successor is elected and qualified. But no person owning any bonds, stock or other property in any railroad company or in the employ of any railroad or transportation company, or in any way or manner personally interested therein, shall be so appointed or elected: and, provided, that the Governor shall fill by appointment all vacancies that may occur in the Board of Railroad Commissioners by death, resignation, or removal from office; but no such appointment shall be for a longer time than till the next general election thereafter. (Laws 1875, p. 115, § 7.)

SEC. 838. *Powers of commissioners, etc.*—Upon complaint being made and filed against any railroad company, said commissioners shall have power to administer oaths or affirmations, to send for persons and papers, under such regulations as they may prescribe, and shall at any and all times have access to any and all books and papers in any railroad office kept for and used in said railroad office by any railroad company in this State, and if the charges are sustained, the cost shall be paid by the railroad company, but if not sustained, then the cost shall be paid by the party making the complaint. (Laws 1875, p. 115, § 8.)

SEC. 839. *Id. May issue subpœnas, etc.—how enforced.*—Said railroad commissioners, in making any examination, as contemplated in this article, shall have power to issue subpœnas for the purpose of obtaining information pursuant to this article, for the attendance of witnesses by such rules as they may prescribe, and in case any person shall willfully fail or refuse to obey such subpœna, it shall be the duty of the circuit court or any judge thereof in any county, upon the application of said commissioners, to issue an attachment for such witness and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court. (Laws 1875, p. 115, § 9.)

SEC. 840. *Id. Penalty for disobedience of process, etc.*—Any person who shall willfully neglect or refuse to obey the process of subpœna issued by said commissioners, to appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be liable to arraignment and trial in any court having competent jurisdiction, and on conviction thereof, shall be punished for such offense by a fine of not less than twenty nor more than five hundred dollars, or by imprisonment not exceeding thirty days, or both, at the discretion of the court before which such conviction shall be had. (Laws 1875, p. 116, § 10.)

SEC. 841. *Railroad companies to make annual reports—contents.*—Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated or do business under any general or special laws of this State, shall, on or before the first day of September, 1875, and annually thereafter, on or before the first day of April, transmit to the office of the railroad commissioners a full and true statement, under oath of the proper officers of said corporation of the affairs of the corporation as the same existed on the first day of the preceding January, specifying: First, the amount of capital stock subscribed, the number of shares, and the par value thereof; second, the names and owners of its stock, the amount owned by them respectively, and the residence of each stockholder

as far as known; third, the amount of stock paid in, and by whom; fourth, the amount of its assets and liabilities; fifth, the names and places of residence of its officers; sixth, the amount of funded debt; seventh, the amount of floating debt; eighth, the estimated value of the road bed, including iron and bridges; ninth, the estimated value of rolling stock; tenth, the estimated value of stations, buildings and fixtures; eleventh, the estimated value of other property; twelfth, the length of single track on main line; thirteenth, the length of double track on main line; fourteenth, the length of branches, stating whether they have single or double track; fifteenth, the aggregate length of siding and other tracks above enumerated; sixteenth, the number of tons of through freight carried during the year preceding the making of the report; seventeenth, the number of tons of local freight carried during the same time; eighteenth, the monthly earnings for the transportation of passengers during the same time; nineteenth, the monthly earnings for the transportation of freight during the same time; twentieth, the amount of expenses incurred in running and management of passenger trains, in the running and management of freight trains, and the running and management of mixed trains during the same time; twenty-first, the expenses incurred in the running and management of the road, including the salaries of officers for the same time, which shall be reported separately; twenty-second, the amount expended for repairs, including maintenance of roadway, repairs and renewal of bridges, ties and iron; twenty-third, the amount expended for other improvements not included in the last subdivision; twenty-fourth, the amount expended for motive power, cars, station houses, and all other buildings and fixtures, including all other expenditures in the management and running of said road; twenty-fifth, the rate of fare for passengers for each month during the same time, through and way passengers separately; twenty-sixth, the tariff of freights, showing the change of tariff, if any, during the same time; twenty-seventh, a copy of each published rate of fare for passengers and tariff of freights issued for the government of its agents during the same time, and whether the rate of fare and tariffs of freights in such published list are the same as those actually received by the company, and if not, what were received; twenty-eighth, what express companies run on its roads, and on what terms and conditions, and the kind of business done by them; twenty-ninth, what freight and transportation companies run on its roads, and on what terms, and whether such freight and transportation companies use the cars of the railroad company or cars furnished by themselves; thirtieth, whether the freight or cars of such transportation companies are given any preferene in speed or order of transportation, and if so, what; thirty-first, what running arrangements it has with other railroad companies, and answer such addi-

tional interrogatories as such commissioners may make and propound to the said railroad companies; and this section shall apply to the president, directors and general officers of every railroad company now existing, or which shall hereafter be organized and exist in this State, and to every lessee, manager or operator of any railroad within this State. Said railroad commissioners shall, on or before the thirty-first day of December of each year, make a report to the governor of their official acts; said report to contain a condensation of the tabulated statistics from the returns of the several railroad companies, and all such information and suggestions concerning the railroads of the State as the said railroad commissioners may deem to be of public interest and importance. (Laws 1881, p. 80.)

SEC. 842. *Commissioners may classify freight, when.*—Said railroad commissioners shall have power to classify all articles of freight transported on any railroads or parts of railroads owned, leased or occupied in the State, except the articles in the special classes D, E, G and H, placing said articles in either of the general classes herein provided for, or in any of said special classes, except D, E, G and H; and are further empowered and authorized to reduce said rates on any of said railroads or parts of railroads, either in general or special classes, whenever, in their judgment, it can be equitably done. (Laws 1875, p. 117, § 12.)

SEC. 843. *Powers and duties of commissioners as to inspection of tracks, etc.*—The railroad commissioners shall, as often as they may deem it necessary, carefully examine the condition of the several railroads of this State, and it shall be the duty of said railroad commissioners, whenever they have reasonable grounds to believe—either on complaint or otherwise—that any of the tracks, bridges or other structures of any railroads in this State are in a condition which renders any of them dangerous or unfit for the transportation of passengers with reasonable safety, to inspect and examine the same; and if on such examination, in their opinion, or in the opinion of a majority of them, any such track, bridges or other structure or works are unfit for the transportation of passengers with reasonable safety, it shall be their duty to give to the superintendent or other executive officer or the company working or operating said defective tracks, bridge or other structure notice of the condition thereof, and of the repairs necessary to place the same in a safe condition; and may also order and direct the speed of trains over such dangerous and defective track, bridge or other structure, until the said repairs are made, and the time within which the repairs shall be made by the company; and if any such superintendent or executive officer aforesaid, receiving such notice and order, shall willfully neglect, for the period of two days after receiving such notice and order, to direct the proper subordinate officers to move the passenger trains over such defective track, bridge or

other structure, at the speed prescribed by the commissioners; or if any engineer, conductor or other employe of such company shall disobey such order, every such superintendent, conductor, engineer or other employe shall be deemed guilty of a misdemeanor, and on conviction thereof, shall be fined in a sum not exceeding five hundred dollars, or be imprisoned in the county jail of the proper county for a period not exceeding one year, or both, at the discretion of the court; and in case the disregard of the instructions of the commissioners shall cause any accident whereby human life shall be lost, or passengers maimed or wounded, the said superintendent of the said company and the engineer and conductor in charge of such train shall severally be deemed guilty of a felony, and on conviction thereof, shall be imprisoned in the penitentiary for a period of not less than two nor more than ten years; and the commissioners shall have power to wholly stop the running of passenger trains over such defective track, bridge or other structure; and they are hereby required, in case any company fails to repair such track, bridge or other structure within the time required, to give notice of such fact in some newspaper having a general circulation along the line of said railroad, to the traveling public. And furthermore, said commissioners may recover from said railroad company the sum of one thousand dollars for each day that expires after the time fixed by the commissioners for the repair of such defective track, bridge or other structure, for such neglect to repair the same, unless good and sufficient cause can be shown for such failure to repair such defective track, bridge or other structure, to be recovered before any court having competent jurisdiction, for the use and benefit of the State of Missouri, after paying the costs of the advertisement herein provided for. (Laws 1875, p. 117, § 13.)

SEC. 844. *Decision of commissioners binding on companies—penalty, etc.*—Any individual, company or corporation owning, operating, managing or leasing any railroad or part of any railroad in this State, shall be bound by the decision of the aforesaid commissioners with reference to the rate so fixed by said commissioners, and every violation by any individual, company or corporation, charging a greater or higher rate, shall be deemed a misdemeanor, and on conviction thereof, shall forfeit and pay a fine of not less than twenty nor more than two hundred dollars for each and every offense; and the injured party shall have the right of action [against] said individual, company or corporation before any court of competent jurisdiction in this State; and he shall be entitled to recover three times the amount taken or demanded in excess of the rates prescribed by this article, or by the commissioners, acting under the provisions of this article; but nothing herein contained shall be so construed as in any manner to abridge or control, or to in any way authorize the commissioners to abridge or control, or regulate the

rates for freight or passengers charged by any railroad company in this State for carrying any freight or passengers which come from beyond the limits of this State, and to be carried through or across this State. But the said railroad and transportation companies shall possess the same power and right to charge such rates for carrying such through freight and passengers as they possessed before the passage of this act. (Laws 1875, p. 118, § 14.)

SEC. 845. *Oath and bond of commissioners.*—Before entering upon the duties of his office, each of the said commissioners shall make, subscribe and file with the Secretary of State the following oath: I do solemnly swear (or affirm) that I will support the constitution of the United States and the constitution of the State of Missouri, and that I will faithfully discharge the duties of Railroad Commissioner, according to the best of my ability; that I am not a stockholder in any railroad or freight company, nor in any way, directly or indirectly, in the employment of or engaged in the management of any railroad or transportation company." Each of said commissioners shall enter into a bond, with security, to be approved by the Governor, in the sum of twenty thousand dollars, conditioned upon the faithful performance of his duty. (Laws 1875, p. 118, § 15.)

SEC. 846. *Their compensation.*—The said commissioners shall each receive for their services three thousand dollars per annum, payable monthly out of the State Treasury; they shall be furnished with an office, which shall be at the State capital; and at the expense of the State; and the necessary contingent expenses of said office shall be paid monthly out of the State Treasury, from any money appropriated for contingent expenses of Railroad Commissioners: provided, that such appropriation shall not exceed eight hundred dollars in any one year. The said commissioners shall employ a secretary, at a salary of fifteen hundred dollars per annum, to be paid monthly out of the State Treasury; they shall also adopt and use an official seal; and a copy of any of their proceedings or of any documents on file in their office, duly certified, shall be taken as evidence in the courts of this State. (Laws 1881, p. 82.)

SEC. 847. *Construction of article.*—Nothing contained in this article shall be so construed as to release any such railroad corporations enumerated in this article from liability for damages, as provided by the laws now in force. (Laws 1875, p. 119, § 17.)

ARTICLE VI.

APPROPRIATION AND VALUATION OF LANDS TAKEN FOR TELEGRAPH, TELEPHONE,
GRAVEL AND PLANK OR RAILROAD PURPOSES.

SECTION

- 892 Lands may be condemned, when—petition, etc.
 893. Summons, when to issue, how served—publication, when.
 894. Appointment of commissioners—duties of.
 895. Different owners may be joined in one petition.
 896. Clerk to give notice of the filing of the report—report may be reviewed, when.

SECTION

897. Cost, by whom paid.
 898. Shall not enter or appropriate dwelling house, etc.
 899. Proceedings when properly held by corporation.
 900. Lands for depot purposes, how condemned, etc.

SEC. 892. *Lands may be condemned, when—petition, etc.*—In case lands or other property are sought to be appropriated by any road, railroad, telephone, telegraph or other corporation created under the laws of this State for public use, and such corporation and the owners cannot agree upon the proper compensation to be paid, or in case the owner is incapable of contracting, be unknown, or be a non-resident of the State, such corporation may apply to the circuit court of the county where said land or any part thereof lies, or the judge thereof in vacation, by petition setting forth the general directions in which it is desired to construct their road, railroad, telephone or telegraph line over such lands, a description of the real estate or other property which the company seeks to acquire, the names of the owners thereof, if known, or if unknown, a pertinent description of the property whose owners are unknown, and praying the appointment of three disinterested freeholders as commissioners, or by a jury, to assess the damages which such owners may severally sustain in consequence of the establishment, erection and maintenance of such road, railroad, telephone or telegraph line over such lands; to which petition the owners of all such parcels as lie within the county or circuit shall be made parties defendant, by name, if the names are known, and by the description of the unknown owners of the lands therein described, if their names are unknown. If the proceedings seek to effect the lands of persons under guardianship, the guardians must be made parties defendant; if the law of married women, their husbands must be made parties defendant. If the present owner of any land to be affected has a less estate than a fee, the person having the next vested estate in remainder may, at the option of the petitioners, be made party defendant; but if such remainder men are not made parties, their interest shall not be

bound by the proceeding. It shall not be necessary to make any persons party defendant in respect to their ownership, unless they are either in actual possession of the premises to be effected, claiming title or have a title to the premises, appearing of record upon the proper records of the county. (G. S. 351, § 1, amended. Con., art. 2, § 21.)

SEC. 893. *Summons, when to issue, how served—publication, when.*—Upon the filing of the petition, a summons shall be issued, giving such owner at least ten days notice of the time when said petition will be heard, which summons shall be served by the sheriff of the county, in the same manner as writs of summons are now or may be, by law, required to be served. If the name or residence of the owner be unknown, or if the owners, or any of them, do not reside within the State, notice of the time of hearing the petition, reciting the substance of the petition and the day fixed for the hearing thereof, shall be given by publication for three weeks, consecutively, prior to the time of hearing the petition, in a newspaper published in the county in which the proceedings are pending, if one is published in the county, or if no newspaper is published in the county, or the publisher shall refuse to publish the same, on tender of his usual charges for advertising, then by posting up said notice for three consecutive weeks at the door of the court house of the county wherein the lands or any portion of them lie. (G. S. 352, § 2—a.)

SEC. 894. *Appointment of commissioners—duties of.*—The court, or judge thereof in vacation, on being satisfied that due notice of the pendency of the petition has been given, shall appoint three disinterested commissioners, who shall be freeholders, resident of the county in which the real estate, or a part thereof, is situated, to assess the damages which the owners may severally sustain by reason of such appropriation, who, after having viewed the property, shall forthwith return, under oath, such assessment of damages to the clerk of such court, setting forth the amount of damages; and should more than one owner be included in the petition, then the damages allowed each shall be stated separately, together with a specific description of the property for which such damages are assessed, and the clerk shall file said report and record the same in the order book of the court; and thereupon such company shall pay to the said clerk the amount thus assessed, for the party in whose favor such damages have been assessed; and on making such payment it shall be lawful for such company to hold the interest in the property so appropriated for the uses aforesaid; and, upon failure to pay the assessment aforesaid, the court may, upon motion and notice by the party entitled to such damages, enforce the payment of the same by execution,

(a) Petition held sufficient. 63 Mo., 465. It must be shown that parties could not agree on amount of compensation. 51 Mo. 200,; 61 Mo. 33; 62 Mo. 585. Such right may be waived by property owner, how. 56 Mo. 565.

unless the said company shall, within ten days from the return of such assessment, elect to abandon the proposed appropriation of any parcel of land by an instrument in writing to that effect, to be filed with the clerk of said court, and entered on the minutes of the court, and as to so much as is thus abandoned the assessment of damages shall be void. (G. S. 352, § 3, amended—*b.*)

SEC. 895. *Different owners may be joined in one petition.*—Any number of owners, residents in the same county or circuit, may be joined in one petition, and the damages to each shall be separately assessed by the same commissioners. (G. S. 553, § 5.)

SEC. 896. *Clerk to give notice of the filing of the report—report may be reviewed, when.*—Upon the filing of such report of said commissioners, the clerk of the court wherein the same is filed, shall duly notify the party whose property is affected, of the filing thereof; and the report of said commissioners may be reviewed by the court in which the proceedings are had, on written exceptions, filed by either party in the clerk's office, within ten days after the service of the notice aforesaid; and the court shall make such order therein as right and justice may require, and may order a new appraisement, upon good cause shown. Such new appraisement shall, at the request of either party, be made by a jury, under the supervision of the court, as in ordinary cases of inquiry of damages; but, notwithstanding such exceptions, such company may proceed to erect said telephone or telegraph line, or construct said road or railroad; and any subsequent proceedings shall only affect the amount of compensation to be allowed. In all cases arising under the provisions of this article, the report of the commissioners, when signed by a majority of them, shall be taken and considered as the report of all. (Laws 1873, p. 24, amended—*c.*)

SEC. 897. *Cost, by whom paid.*—The cost of the proceeding to appropriate the right of way shall be paid by the company seeking the appropriation, up to and including the filing and copying of the report of the commissioners; and the court, as to any costs made by subsequent litigation, may make such order as in its discretion may be deemed just. The court shall allow the commissioners a reasonable compensation for their services, which shall be taxed as costs in the proceeding. (G. S. 353, § 6.)

SEC. 898. *Shall not enter or appropriate dwelling house, etc.*—No telephone or telegraph company shall, by virtue of this article, be authorized to

(*b.*) Measure of damages, how assessed. Rule. 57 Mo., 599; 60 Mo., 303; 58 Mo., 491, 61. Payment of damage is a condition precedent to the surrender of title. 57 Mo., 256.

(*c.*) Report of commissioners may be set aside, when. 63 Mo., 465. Court may approve or reject it, but cannot amend it. 58 Mo., 491. When set aside, the matter of damage may be referred to a jury. 57 Mo., 599.

enter or appropriate any dwelling, barn, store, warehouse or similar building, erected for any agricultural, commercial or manufacturing purposes, or to erect poles so near thereto as materially to inconvenience the owner in their use or to occasion injury thereto. (G. S. 353, § 7, amended.)

SEC. 899. *Proceedings when property held by corporation.*—In case the lands sought to be appropriated are held by any corporation, the right to appropriate the same by a railroad, telephone or telegraph company shall be limited to such use as shall not materially interfere with the uses to which, by law, the corporation holding the same are authorized to put said lines. Where no agreement can be made between the parties, the mode of assessing the damages provided heretofore, as to private persons, shall be adopted; and if the lands to be appropriated lie in more than one county, an application may be made in any one county in which any of the lands lie, and the damages shall be assessed as to all the lands of the defendant corporation along the whole line, in one proceeding. (G. S. 353, § 8, amended.)

SEC. 900. *Lands for depot purposes, how condemned, etc.*—In case lands sought to be appropriated by any railroad company in this State for depot purposes, belong to private persons, and such company and the owner cannot agree on the compensation to be paid, or in case the owner is incapable of contracting, be unknown or a non-resident of the State, such company may have such lands condemned in the manner that is provided in this article for assessing damages, which the owners of lands may severally sustain in consequence of the erection, establishment and maintenance of railroads over such lands: provided, that in no case shall more than ten acres of land in the country or more than six blocks in a town, village or city, be condemned under this article, at any one place, or for any one depot: and, provided, further, that any other railroad company shall have the right to use said depot grounds for depot purposes, with the necessary buildings, turnouts, sidings, switches and other conveniences in furtherance of said purpose; and if the said two companies cannot agree upon the amount of compensation to be made therefor, or the points or manner of such use, the same shall be ascertained and determined by commissioners as [provided] by law for the condemnation of land for railroad purposes. (Laws 1870, p. 26—d.)

(d) Lands may be condemned for depot purposes. 49 Mo., 165. But not for purposes of speculation. 45 Mo., 212. Where railroad company has built road over land in which they have acquired no title, ejectment will lie, when. 57 Mo., 275. Individuals may resist the condemnation of their lands, when. 66 Mo., 228.

LAWS OF MISSOURI.

THIRTY-FIRST GENERAL ASSEMBLY.

1881.

CORPORATIONS: AMENDED ARTICLES OF ASSOCIATION.

AN ACT concerning amendment of articles of association of private corporations.

SECTION

1. Amendments to articles of incorporation to become part of same.

SECTION

2. Construction of act.
3. Corporations increasing stock to pay according to law.

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. All amendments to articles of associations of corporations organized under the laws of this State, made and filed in the office of Secretary of State of the State of Missouri, are and shall be and become a part of the articles of association of the corporation adopting and filing the same.

SEC. 2. This act shall not be so construed as to give any corporation, whose articles are amended as in this act contemplated, any greater rights than though the subject of the amendments had been incorporated into the original articles of association.

SEC. 3. Any corporation, company or association which may increase its capital stock under the provisions of this act, shall pay the additional amount now provided by law for such increase.

Approved March 12, 1881.

CORPORATIONS: RAILROAD—STOCK SHIPPERS, RIGHTS OF.

AN ACT relating to the shipment of live stock, grain and other articles of trade.

SECTION

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| 1. Railroad companies responsible for
stock as named in the bill of
lading, when. | SECTION
2. Rights of shippers defined.
3. Railroad companies responsible for
loss, when. |
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Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. Whenever any shipper of hogs, cattle, sheep, horses or other animals shall present his stock at any railroad station, and to any railroad agent in the State of Missouri, for purposes of transportation, it shall be the duty of said railroad agent to count, or cause to be counted, said hogs, cattle, sheep, horses or other animals, and the number so counted shall be, by the agent, named in the bill of lading or receipt for said stock, and if said railroad agent neglect or refuse to count, or have counted, said stock, then the railroad company employing said agent shall be held responsible for the number of animals specified in the bill of lading, according to the shipper's count.

SEC. 2. Whenever any shipper shall order one or more cars from any railroad company, for the purpose of transportation of stock, grain or any other article of commerce or trade, he shall have the right and privilege to put in said car or cars two or more species of live stock or different kinds of grain, or different articles of trade or commerce; and no railroad company or agent shall charge for any car in which is shipped two or more species of live stock any greater price than is charged when only one species of said stock is shipped therein; nor shall said railroad agent or railroad company charge any greater sum when two or more kinds of grain are shipped in any car, than is charged when only one kind of grain, which is in said car, is shipped: provided, that said different species of stock or kinds of grain, or other articles of trade and commerce, which are placed in said car or cars, do not exceed the maximum limit of pounds allowed by law and by the railroad company, when only one species of live stock or one kind of grain is shipped in said car or cars.

SEC. 3. Any loss sustained by any shipper from the refusal on the part of any railroad company to conform to the requirements of this act, shall be assessed and collected as any other damages and losses are assessed and collected against railroad companies.

Approved March 12, 1881.

CORPORATIONS: RAILROAD—DOUBLE-DECKED CARS.

AN ACT to require railroad companies to furnish double-decked cars for the shipment of sheep, and providing a penalty for failing so to do.

SECTION

1. Double-deck cars to be supplied.

SECTION

2. Charges, in case double-decked cars are not furnished, to be reduced,

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. All railroad companies, private companies or individuals, owning or operating a railroad or railroads in the State of Missouri, are required to furnish a sufficient number of double-decked cars for the shipment of sheep to supply the demand for such cars on their respective lines, and to allow shippers to load both decks in said cars with sheep to the aggregate extent of (20,000) twenty thousand pounds, which cars, so loaded, shall be received and transported by such railroad companies or private companies or individuals as one car-load of stock, and it shall not be lawful for said railroad companies, private companies or individuals to charge or receive for the transportation of a double-decked car of sheep more than the legal rate of freight allowed for the shipment of stock.

SEC. 2. Should any railroad company or private company or individuals, owning or operating a railroad or railroads in the State of Missouri, refuse or neglect to furnish cars, as provided in the preceding section, it shall not be lawful for them to charge or receive for the transportation of a car of sheep more than one-half the legal rate of freight allowed for the shipment of stock.

Approved March 18, 1881.

LAWS OF MISSOURI.

THIRTY-SECOND GENERAL ASSEMBLY.

1883.

CORPORATIONS: RAILROAD—BULLETIN BOARD.

AN ACT requiring railroads to give notice of time of arrival and departure of trains when trains are behind schedule time.

SECTION

1. Bulletin board to show how much train may be behind schedule time.

SECTION

2. Penalty for violating provisions of act.

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. Every railroad corporation in this State, which is or may hereafter be engaged in the transportation of passengers, shall place or cause to be placed in a conspicuous place in or about each and every depot at which passengers shall be received, a bulletin board showing the time of the arrival and departure of all passenger trains at such stations, and at all stations or depots where a telegraph office is kept. The agent or telegraph operator at such station or depot shall, for the information of the traveling public, indicate on such bulletin board the delay of any passenger train, showing how much such train may be behind schedule time.

SEC. 2. Any agent or telegraph operator of any such railroad corporation, who shall violate the provisions of the preceding section, shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by fine of not less than five nor more than twenty-five dollars.

Approved March 21, 1883.

CORPOATIONS: RAILROAD—DESTROYING VEGETATION.

AN ACT to amend section 810, chapter 21, article 2 of the Revised Statutes of the State of Missouri, relating to private corporations, railroad companies.

SECTION 1. Vegetation along line to be mowed down, when—penalty for failure.

Be it enacted by the General Assembly of the State of Missouri, as follows:

[SECTION 1.] That section 810, chapter 21, article 2 of the Revised Statutes of the State of Missouri be and the same is hereby amended by adding to said section the following words: "And it shall be the duty of every corporation, company or person owning or operating any railroad or branch thereof in this State to cause to be mowed down and cleared up all undergrowth and vegetation whatever twice in every year to the width of fifty feet on each side of its road bed or road line, to wit: Between the 25th of June and the 10th day of July, and between the 5th and 15th of August in each year, so as to prevent the spread of fire and the destruction of property thereby along the line of said railroad. And any such corporation, company or person failing so to clear up and burn such undergrowth and vegetation, as required by this section, shall incur a penalty not to exceed five hundred dollars, and be liable for all damages done by said neglect of duty," so that said section, when amended, shall read as follows: Section 810. It shall be the duty of every corporation, company or person owning or operating any railroad or branch thereof in this State, and of any corporation, company or person constructing any railroad in this State within three months after the completion of the same through any county in this State, to cause to be constructed and maintained suitable ditches and drains along each side of the road bed of such railroad, to connect with ditches, drains or water courses, so as to afford sufficient outlet to drain and carry off the water along such railroad whenever the draining of such water has been obstructed or rendered necessary by the construction of such railroad, and in case such corporation, company or person shall fail or neglect to construct and maintain such ditches or drains within the time limited in this article, the county courts of the counties through which such railroad has been or may be located, are hereby authorized and required, upon the petition of twenty land owners of such county along the line of and contiguous to such railroad, to cause such ditches or drains to be canstructed and maintained, and such court may maintain an action against such corporation, company or person so failing to construct and maintain such ditches or drains in any court of competent jurisdiction, in the name of such county, and shall be

entitled to recover all costs, expenses and damages incurred and accruing in the construction and maintenance of such ditches or drains. And it shall be unlawful for any person to stack or rick any grain, hay or straw within one hundred yards of the right of way of any railroad company, excepting at its stations or depot grounds. And it shall be the duty of every corporation, company or person owning or operating any railroad or branch thereof in this State, to cause all dead or dry vegetation and undergrowth upon the right of way occupied by such railroad company to be cleared off and burned up or removed twice in each year, for the purpose of preventing the spread of fire, and the destruction of property, to-wit: Between the 1st and 15th day of August, and between the 5th and 25th day of October, in each year, and any corporation, company or person failing to comply with the provisions of this section, shall incur a penalty not to exceed five hundred dollars, and be liable for all damages done by said neglect of duty.

Approved March 21, 1883.

CORPORATIONS: RAILROAD RATES.

AN ACT to prevent the change of rates for freight without notice thereof by railroad companies in this State.

SECTION

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| 1. Railroad company to give notice
of change of rates. | SECTION
2. Penalty for violation. |
|---|--------------------------------------|

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. No railroad company in this State shall advance its rates for carrying freight without having first given at least twenty days' notice of such change by posting the schedule to which it is proposed to change the rates in at least three conspicuous places on each of the freight and passenger depots belonging to the company proposing the change.

SEC. 2. Any person or company operating a railroad in this State who shall fail to comply with the provisions of this act, shall, for each offense, forfeit five hundred dollars to the use of the common school fund of the county, to be collected by civil action in the circuit court of any county through which the road belonging to such person or company may run; such suit may be instituted by any person injured by such violation or by the prosecuting attorney of the county where the suit is brought.

Approved April 2, 1883.

CORPORATIONS: RAILROAD—REPORTS OF COMMISSIONERS.

AN ACT to provide for the publication and distribution of reports of the Railroad Commissioners.

SECTION 1. Reports of commissioners to be printed and distributed, how.

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. The annual reports of the railroad commissioners, made to the Governor, as is now or as may hereafter be provided by law, shall be printed at the expense of the State, in manner provided by law for the printing of other public documents. Three thousand copies are hereby authorized to be printed and bound annually, under the direction of said commissioners, and to be by them properly distributed throughout the State.

Approved April 2, 1883.

CORPORATIONS: RAILROAD—STOCK SHIPPERS.

AN ACT to amend section two (2) of an act entitled "An act relating to the shipment of live stock, grain and other articles of trade," approved March 12, 1881.

SECTION 1. Railroad companies not responsible for injuries to stock, except in cases of collision, etc.

Be it enacted by the General Assembly of the State of Missouri, as follows:

[SECTION 1.] That section two of an act relating to the shipment of live stock, grain and other articles of trade, approved March 12th, 1881, be and the same is hereby amended by inserting between the words "stock" and "or," in the fourth line of said section, the following words, to-wit: "At his own risk of their injuring each other, unless such injury is received in a collision of trains, or derailment of, or other accident to the train or car carrying such live stock," so that said section, when amended, shall read as follows: Section 2. Whenever any shipper shall order one or more cars from any railroad company for the purposes of transportation of stock, grain or any other article of commerce or trade, he shall have the right and privi-

lege to put in said car or cars, two or more species of live stock at his own risk of their injuring each other, unless such injury is received in a collision of trains, derailment of, or other accident to, the train or car carrying such live stock or different kinds of grain or different articles of trade or commerce, and no railroad company, or railroad agent, shall charge for any car in which is shipped two or more species of live stock, any greater price than is charged when only one species of said stock is shipped therein; nor shall said railroad agent or railroad company charge any greater sum when two or more kinds of grain are shipped in any car than is charged when only one kind of grain which is in said car is shipped: provided, that said different species of stock, or kinds of grain or other article of trade and commerce, which are placed in said car or cars, do not exceed the maximum limit of pounds allowed by law and by the railroad company, when only one species of live stock or any kind of grain is shipped in said car or cars."

Approved March 22, 1883.

NINTH ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF MISSOURI,

FOR THE YEAR ENDING

DECEMBER 31st, 1883.

JEFFERSON CITY, MO.:
STATE JOURNAL CO., STATE PRINTERS.
1884.

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NINTH ANNUAL REPORT

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State Journal Co., State Printers.
1884.

REPORT.

STATE OF MISSOURI, OFFICE OF RAILROAD COMMISSIONERS, }
CITY OF JEFFERSON, May 28, 1884. }

To His Excellency, THOS. T. CRITTENDEN, Governor of the State of Missouri:

Governor:—The Railroad Commissioners respectfully submit the following report for the year ending with the 31st day of December, 1883:

The amendments made during that year to the statutes relating to railroads were an act requiring bulletin boards showing the schedule time of passing trains, and (when such trains are delayed) the actual time when they may be expected to arrive, to be kept at all passenger stations; An act requiring railroad lines to be cleared of all undergrowth and vegetation twice a year;* An act requiring twenty days' notice to be given of any advance in rates; An act providing that when more than one kind of stock shall be shipped in same car, it shall be at owner's risk; and An act providing for the publication of our reports.

The General Assembly, which was in session during the whole of the first quarter of the year, had several bills before it, intended to secure to the State more complete control over rates of transportation by railroad, but none of them were enacted into laws. The committee on Internal Improvements in the House reported a bill containing the provisions of the Illinois law, under which the Commissioners make and enforce schedules of passenger and freight rates; and the same committee in the Senate reported a bill removing the restrictions on classification of freights and reduction of rates, (heretofore pointed out by us as contained in our present statutes,) and enabling the Commissioners to set the machinery of the judicial department in motion to enforce the penalties provided by law to prevent its infraction. Neither of these bills passed both houses.

Four General Assemblies in succession, each one coming fresh from the people, have deliberately refused to increase the powers of the Commissioners in the matter of rates, and the conclusion follows inevitably, that as yet, the popular will does not favor such increase. In other respects it has shown

* This act as published is defective in constitutional form.

a purpose to direct their operations and to enlarge their duties. It has moved their office to the State Capital, and by thus placing them in immediate juxtaposition with the Executive and the Legislative branches of the government, has greatly increased their usefulness. It has given them an official seal, and made their records evidence in the courts. It has required them to make reports, for which there was, at first, no provision, and it has, at last, provided for the annual publication and distribution of these reports. We infer, therefore, that the people intend that we shall keep them informed in regard to all matters of interest connected with railroad transportation; that we shall see that the roads are properly constructed and kept in such condition, in respect to repairs, as to insure the safe transit of persons and property, and shall exercise such limited control over rates as is indicated in the original enactments, and as explained in the next paragraph.

After the adjournment of the present General Assembly, a very intelligent citizen of one of the interior counties, who is both a farmer and a merchant, made complaint that the Commissioners did not enforce a reduction of rates on grain and live stock, and a correspondence with him on that subject elicited the fact that he had been informed by a prominent and very influential member of the State Senate, that the Railroad Commissioners had entire control of the subject of rates. The Senator admitted the fact as stated, and plead section 842 of Revised Statutes in justification; but on further examination of the subject, he withdrew that plea, and expressed the opinion that, for the purpose mentioned, additional legislation was necessary. This incident was deemed by us to be so indicative of, at least, a want of uniformity of opinion as to our authority over the adjustment of rates, that we were thereby led to a careful revision of this branch of our duties and of the previous policy of the Board in connection therewith. Accordingly we entered upon a correspondence with the Attorney-General upon this subject, which is elsewhere given in detail under the head of "Correspondence, etc., concerning rates," and dated Aug. 31. By the assistance of this able and efficient officer, the following conclusions were reached: 1st. That the authority "to reduce *said* rates" conferred upon the Commissioners in section 842 Revised Statutes, applies not to passenger rates, but to freight rates alone. 2d. That it applies to *all* *freight* *rates*, whether fixed by a statute or by a railroad company, thereby covering rates on the general as well as the special classes; and, 3d. That no authority is anywhere given to the Commissioners to institute suits for the enforcement of the penalties against illegal, unreasonable or extortionate rates; their authority to bring suits being limited to matters pertaining to the physical condition of the roads; in short, that the duties of the Commissioners in respect to rates are to reduce freight rates "*Whenever in their judgment it can be equitably done,*" and to leave the enforcement of the reduced rates to the parties aggrieved.

As to judicial decisions, we know of none made in our State during the year that can be referred to as rules for our government in any department of our duties. According to our information, the doctrine of the Sloan case (61 Mo., 24) still prevails here, so far as it is applicable, which decision covers a great deal of ground. If we understand its meaning, it recognizes the doctrine that the State cannot impair the value of a franchise granted by it, and holds that a limitation, by subsequent legislation, of the power to fix rates granted to a railroad company in its charter, is an impairment of its franchise; it apparently adopts the maxim that every corporation is supposed to be created for the public good, and therefore a railroad company may not exercise the privileges of its franchise to the public damage and loss, and especially declares that as common carrier, it may not make an unreasonable charge or an unjust discrimination; but it holds that the question, what is an unreasonable charge or an unjust discrimination, is a judicial one and to be decided not by the Legislature, but by the courts *assisted by juries*. It is a little remarkable that the Illinois system of State control over transportation by railroad, is based precisely on the ground occupied by this decision. Their very elaborate and complete system of law on this subject, which practically gives the commissioners entire control over rates, is but an ingenious contrivance to place the ultimate determination of what is just and reasonable in the hands of juries, with the people for plaintiff and with their cause fortified by a statutory rule of evidence, making the schedules of the commissioners *prima facie* evidence of the reasonableness of the rates fixed in them, which throws the burden of proof on the defendant railroad company and compels it to prove itself *not guilty*. Of course the companies prefer to keep within the schedules framed by the commissioners rather than go into court. Nevertheless, it is not to be regretted that our legislature rejected this plan of State control. The interests involved are too important, too grave and too closely interwoven with all the elements of public prosperity and of the general welfare, to risk their security on any other than an immovable, unchangeable foundation. Moreover, there is no occasion for us here in Missouri to consider for a moment the necessity for adopting any such piece of complicated legal machinery upon this subject. In the Sloan case, the company's right to fix rates was granted by special charter. There are two forms of words in which this right is granted in special charters in this State. One is, "Said company may charge such tolls and freights as shall be to the interest of the same; such tolls shall be established by the directors," and the other is, "Said company may receive such tolls and freights as may be determined upon by the directors." With three exceptions, all the companies working under these charters, by accepting the provisions of the acts of 1868, bound themselves to be subject, after the expira-

tion of ten years from that time, to all general laws regulating rates, etc. The companies organized under the General Railroad Law have received no such specific right respecting charges as is given in the special charters. They are simply authorized "to take and convey persons and property on their railroad by the power or force of steam, or of animals, or by any mechanical power, and to receive compensation therefor." Therefore, since March 31, 1878, there have been but three companies which have had the semblance of a right to resist or to evade the provisions of any general law upon this subject, and there can be no more, the granting of special charters being inhibited by the constitution of 1875. Of these three companies, the claim of one is of too slight importance to merit attention; the second has already conceded the point so far as passenger rates are concerned; and in respect to the third, the logic of events has already demonstrated that what they considered a legal advantage has proved a curse rather than a blessing, their efforts to avail themselves of its supposed advantages having driven away from their line a very large amount of local traffic that belonged to it by right of contiguity and length of haul. This whole matter may therefore be considered as settled in this State, and the question with us hereafter is not whether the State shall fulfill its obligations or *contracts* (as they have been termed) with the railroad companies, but whether these same companies shall keep their self-imposed *contracts* with the State. All we have to do is to enact wise laws and enforce obedience to them.

But there have been two recent decisions of our Supreme Court in cases not only affecting very important local interests but also involving questions the solution of which vitally concerns the public welfare. These decisions are in settlement of the controversies in regard to transportation facilities at the Savannah depot and the dismantling of the narrow gauge railroad between Kansas City and Independence. One question involved directly in one of these cases, and remotely in the other is, in what sense or to what extent is a railroad a "public highway." That it is a public highway is not to be questioned in Missouri. No matter how many conflicting laws or judicial decisions there may be on this subject in other States, the question is settled here by our State constitution, which declares that "railways heretofore constructed, or that may hereafter be constructed in this State, are hereby declared public highways, and railroad companies common carriers." The coupling together of these two predicates in one proposition assists materially in ascertaining its true meaning. Of course the railroad is not the same kind of a public highway as is the sea, the lake, the river, the canal, the common road, the turnpike, or the street. Neither are any two of these exactly of the same kind, but they are all highways, and adding the railroad to the list, we may affirm of them all—that the citizen is entitled to use upon

any one of them whatever mode of transportation may be adapted to its peculiar nature and characteristics, and consistent with the rights of others, or the public welfare. On the street, the turnpike or the common road he may use, for the purpose of locomotion, either his own physical powers or those of any domestic animal, or any mechanical power that does not interfere with or endanger the rights of others; or he may use the vehicles of common carriers running upon these thoroughfares. So, in a more restricted sense perhaps as to modes, he may use all aquatic thoroughfares, and with still other restrictions he may use the railroad. In all cases the use is his, subject to such restrictions as, from the nature and characteristics of the thoroughfare, are consistent with the safety and rights of others, or in other words, with the public welfare. He may and he does put upon the railroad his own coach or his own freight car, and demand that for a reasonable compensation the same be hauled by common carriers operating motive power on that line; or he may and he does offer himself or his goods for transportation in the coaches or cars of any common carrier using the line with the vehicles he requires. He may also enter upon the railroad with his own motive power, but in that case in order that he may not imperil the safety or rights of others, he must place himself under the direction of the officer controlling the movement of trains, and implicitly obey his orders.

These are some of the rights which the people have in the railroad, because it is a highway, and we have assumed it to be a highway, because it is so declared in our State Constitution. But if it were expedient to go behind the Constitution, and discuss the question of the *de facto* status of the railroad company in the body politic, and the tenure by which it holds its property, etc., we think it can be clearly demonstrated that all, and more than all the rights we have enumerated belong rightfully to the public, and that the railroad is a highway in fact as well as in law. The railroad company is a corporation, of the non-political or private class, in the form of an incorporated joint stock company, organized for the sole purpose, on the part of the corporators, of pecuniary profit to themselves; and they solicit the privilege of incorporation, because under it each one of them can invest a portion of his capital in the contemplated business, without jeopardizing the remainder, which he cannot do in an individual or an ordinary partnership undertaking. This encourages the investment of capital in the projected enterprise, and in order to justify the granting of this privilege, or in other words, to make it consistent with the ancient legal maxim that "All corporations are supposed to be created for the public good," it is necessary to assume that the business enterprise thus encouraged is in itself a public benefit. The application of this rule opens the question whether we have not been too reckless in the creation of business corporations. But in respect to the

railroad, this question is not raised. That it is a public benefit is not disputed, but on the contrary most freely and liberally acknowledged. Under the laws of this State any five persons can organize themselves into a railroad company, and by paying into the State treasury one-tenth of one per cent. on the first \$50,000 of its capital stock, and one-twentieth of one per cent. on the remainder, they can construct and operate a railroad between any two points within its limits, and any real estate that may be necessary for this purpose may be therefor appropriated without the consent of the owner, and for a consideration not agreed to by him, precisely as in the case of other highways; and this exercise of this State's right of eminent domain in its favor, of itself alone, most unmistakably stamps upon the railroad an indelible mark, to be found nowhere else than on public property, and which furnishes the ever present and conclusive evidence that it is a public highway. No one now dare affirm that private property can be taken for other than public use; and in all cases where the use is apparently private, or in part actually so, there is outside of that a much greater public good, or the seizure cannot be sustained in equity. Moreover, we authorize the railroad company to issue its capital* stock to an amount equal to its entire cost of construction and equipment, and its mortgage* bonds to an equal amount more, so that if its corporators have been competent to conduct the enterprise undertaken by them, and have built a road that can earn a good interest on its cost, they can at its completion, mortgage it to the full amount of its cost, sell the bonds at par, pocket the proceeds, and the road will have cost them nothing, except the pittance paid into the State treasury, and the use of the money during the time of construction.

We have, therefore, literally *given* to the companies whatever of private ownership there may be in the roads, and in addition to that we have given them most liberal subsidies from the public funds. To all these favors they are legally entitled, and practically they have realized much more. It is preposterous to suppose, it is an insult to the intelligence of the people, and a denial of their capacity for self government, to assert that all this most extraordinary liberality has been exercised towards the railroad companies, and towards them alone of all persons either natural or artificial, without an intended and expected corresponding public benefit. There being nothing left in this case for the people to enjoy except the *use* of the roads, it follows that the public use of the railroads, in any mode or manner consistent with the general welfare is the grand benefit expected to result from their construction, and the will of the people in respect to them, is but modestly expressed when formulated, in the Constitution of 1875, into the declaration above quoted. Evidently they are entitled to all that this declaration implies;

* See sections 727 and 765, R. S.

equal rights of all in terminal and transportation facilities should be most sacredly guarded, and as other highways created by any public authority can be abolished only by the same authority, so this highway created by the State, can be abolished only by State authority.

The railroad company stands before the public in the double capacity of the authorized owner of a thoroughfare and of a common carrier. In the former capacity it is similar to a canal, a turnpike or a bridge company, each of which owns a thoroughfare and collects tolls from all who use it, and in the latter capacity it belongs to the same class as the owners of packet lines and ferry boats, of stages, hacks and drays, who charge their customers according to the service rendered. As to canals, turnpikes and bridges, the universal practice is to limit the tolls upon them either in the charters of the companies or by general laws. If this were not done, their owners could, by exorbitant and discriminating charges, not only impose grievous and unequal burdens upon the people, but they could utterly annihilate the public highway feature in these thoroughfares, and it is to prevent this that tolls are limited by law. This being done, the free competition between a multitude of carriers along each one of them, and all accommodating the same points upon them, would seem to render any statutory limitation of carriers' rates, unnecessary. Nevertheless, this restriction is frequently imposed, and as if to show that the right of the law-making power to restrict carriers' rates is absolutely indisputable, it is most frequently done in the very case where competition is the most free, most active and most persistent, viz.: in the case of hackmen on the streets of a city. If it be necessary to so carefully guard the public interest against the evils necessarily resulting from private ownership in public thoroughfares, and against the greed of carriers, in these less important cases, where the injury would be in each case so slight, and would be felt by so few people, it certainly is much more necessary in this case where one particular kind of thoroughfare controls the inland transportation of the entire commonwealth, and affects the cost of living of every family within its limits; a highway upon which one and the same party collects both the tolls for the use of the road and the pay of the carrier, and has, in practice, excluded the total benefit of a general competition and converted a partial evil into a positive one. That the public mind apprehends the dangers of the situation and would guard against them is made evident by the statutes intended to prevent combined ownership in competing lines; and that it regards the regulation of rates as essential to the preservation of the public highway feature in railroads is unmistakably indicated in the very section of our Constitution which declares them to be public highways, the whole of which reads as follows:

"Railways heretofore constructed, or that may hereafter be constructed

in this State, are hereby declared public highways, and railroad companies common carriers. The General Assembly shall pass laws to correct abuses and prevent unjust discrimination and extortion in the rates of freight and passenger tariffs on the different railroads in this State; and shall from time to time pass laws establishing reasonable maximum rates of charges for the transportation of passengers and freight on said railroads, and enforce all such laws by adequate penalties.” *

If the question be asked, why did we ever grant in special charters to railroad companies the right to fix rates by their directors, we reply that a full and complete answer to this question was made on page 11 of the Report of this Board for 1878, and if that be not deemed satisfactory, we add that at the time these charters were granted the unanimous opinion of the civilized world was, that railroads were merely improved highways, and that competing carriers were to be allowed on each line.

That accounts for the non-restriction of carriers' rates but not for the failure to limit the tolls for the use of the road, in respect to which it may be said that the liberal spirit manifested in this concession is of the same character as that shown in other legislative enactments upon this subject, and particularly in the munificent subsidies granted for the purpose of securing the use of railroad transportation facilities, which liberality cannot be used in argument against the rights of the people, and does not prove that the Legislature would if it could, or could if it would, barter away the public interest, or in any way restrict the people in their right to use these transportation facilities in whatever mode or manner may be consistent with the general good. We are therefore unavoidably forced to the conclusion that railroad companies are not only subject to all restrictions applicable either to private owners of public thoroughfares, or to common carriers, but that as they alone exercise the functions of both, they form an exceptional class, requiring peculiar and exceptionally stringent regulation.

We have already shown that all except three of the companies operating under special charters have, by accepting the provisions of the acts of 1868, bound themselves to be subject to all general laws regulating rates. These acts are all similar and substantially the same as the following, enacted in relation to the Pacific Railroad, and approved December 31, 1868: “The said railroad company shall be subject to the provisions of the general laws of the State now in force, or hereafter to be enacted, classifying freights and fixing the regulations, rates and charges for the transportation of freights and passengers by the railroads of this State; provided that the provisions of this section, subjecting the Pacific Railroad to future legislation, shall not take effect for ten years after the passage of this act.” This com-

* Article 12, section 14.

pany accepted the conditions of this act by paying to the State the amount therein specified, and receiving from the Governor a deed of release of the State's lien upon its property, and the other companies filed certificates of their acceptance with the Secretary of State. The language of this act, "shall be subject to the *provisions* of the general laws," etc., is identically the same in all, and we hold its unmistakable meaning to be that these companies are subject to said laws whether the *provisions* of the same fix a maximum limit to rates in the statute itself or through the instrumentality of a commission authorized to perform that duty. There is, therefore, in our opinion, (only as above specified) no constitutional, judicial, legal or equitable impediment in this State to the enforcement of any regulations of railroad rates that the wisdom of the Legislature may enact.

See closing remarks under head of "Number of Roads, Companies, etc."

NEW ORGANIZATIONS, CONSOLIDATIONS, ETC.

The number of new companies organized is eight, no one of which has made any further progress towards construction than the survey of routes. All new lines opened have been under organizations made in previous years. The West End Narrow Gauge road was sold to the St. Louis, Creve Cœur & St. Charles Railway Co., and the Wabash, St. Louis & Pacific road, including all property of that company in Missouri, Illinois, Indiana, Ohio and Michigan was leased for 99 years to the St. Louis, Iron Mountain & Southern Railway Co. For list of organizations, transfers, etc., see Appendix A.

NEW ROAD OPENED.

The number of miles of new line opened in 1883 was 113.80 as follows:

Railroads.	Miles.
Cape Girardeau Southwestern, Sturdevant to Idlewild.....	7.00
Doniphan Branch, Black River to Doniphan.....	12.65
K. C., Springfield & Memphis, to Arkansas line.....	41.76
K. C. & Southern, at Kansas City, 2; at Clinton, 9.....	11.00
St. L. & S. F., Pacific to St. Louis, completed	25.89
Springfield & Southern, Ozark to Chadwick.....	15.50
Total.....	113.80

MILES IN OPERATION AT CLOSE OF YEAR.

	Miles.
Reported at close of 1882.....	4,501.58
Add new lines built in 1883.....	113.80
Add corrections of measurements.....	.18
Total at close of 1883.....	4,615.56

GAUGE.

There has been no change in the number of miles of narrow gauge roads since our last report. The following are three feet, and all the rest are standard gauge:

Railroads.	Miles.
St. Joseph & Des Moines.....	49.90
St. Joe Lead Mines.....	13.00
St. Louis, Creve Cœur & St. Charles.....	16.00
Sedalia, Warsaw & Southern.....	42.25
Texas & St. Louis.....	74.60
Total miles 3 feet gauge.....	195.75

PROGRESS OF CONSTRUCTION.

The number of miles of road in use at close of each year since construction was commenced is shown in the following table:

Year.	Miles.	Year.	Miles.	Year.	Miles.	Year.	Miles.
*1851....	0	1861.....	838	1871.....	2,580	1881.....	4,234
+1852....	5	1862.....	838	1872.....	2,673	1882.....	4,501
‡1853....	37	1863.....	868	1873.....	2,858	1883.....	4,615
1854....	37	1864.....	925	1874.....	2,880		
¶1855 ...	140	1865.....	925	1875.....	3,050		
1856....	144	1866.....	925	1876.....	3,140		
1857....	318	1867.....	1,055	1877.....	3,190		
1858....	547	1868.....	1,354	1878.....	3,250		
1859....	724	1869.....	1,712	1879.....	3,617		
1860....	817	1870.....	2,000	1880.....	4,007		

* Construction commenced on Mo. Pacific July 4th.

† Passenger car run to Cheltenham, 5 miles.

‡ Mo. Pacific opened to Pacific, 37 miles.

¶ Gasconade disaster November 1st.

DISTRIBUTION IN COUNTIES.

The number of counties in the State (counting the city of St. Louis as one) is 115. In the year 1878, there were 31 counties entirely unprovided with railroad transportation. At the close of 1883, the number had been reduced to 16, viz.: Carter, Cedar, Dallas, Douglas, Hickory, McDonald, Maries, Ozark, Perry, Pemiscot, Polk, Reynolds, Ste. Genevieve, Shannon, Stone and Taney.

We now have a mile of railroad to every $14\frac{1}{8}$ square miles of territory, and to every 500 inhabitants.

NUMBER OF ROADS, COMPANIES, ETC.

There are 85 main and branch lines of railroad in the State, operated by 30 nominally distinct organizations. Of these organizations, 15 actually separate companies operate from 7-10 of a mile to $81\frac{3}{4}$ miles each, averaging 23 miles each, and amounting altogether to 346.82 miles. The other 15 companies operate the remainder of the lines, amounting to 4,268.74 miles. But these 15 companies are all under control of six different interests. The Missouri Pacific Company, which operates 954.60 miles, also owns the stock of the St. Louis, Iron Mountain & Southern Company, operating 401 35-100 miles, and this latter company has taken a lease for 99 years on the property of the Wabash, St. Louis & Pacific Railway Company, which operates 865 .3 miles; by which means, the Missouri Pacific interest controls a total of 2,220.98 miles, or 48 per cent. of all the railroad in Missouri. The Missouri Pacific and the Iron Mountain lines are not competitors for business within the State; neither are the Iron Mountain and the Wabash lines; but the Missouri Pacific and the Wabash lines are competitors at St. Louis, Kansas City and St. Joseph. By means of holding a controlling interest in the stocks and by leases, etc., the Chicago, Burlington & Quincy Company, now controls the Hannibal & St. Joseph, the St. Louis, Keokuk & Northwestern, the Chicago, Burlington & Kansas City, the Kansas City, St. Joseph & Council Bluffs, and some other lines in Harrison, Worth and Nodaway counties, making a total of 864 .97 miles controlled by it in Missouri. None of these are strictly parallel and competing lines at points in Missouri. As owner and lessee the St. Louis & San Francisco Company controls 478 .81 miles in Missouri, and the Kansas City, Fort Scott & Gulf Company, 270 .48 miles. The Chicago & Alton Company controls, as lessee, 263 .42 miles, and as owner, the Chicago, Rock Island & Pacific Company, controls 170 .8 miles; making a total of 4,268 .74 miles, or over 92 per cent. of all the railroad in the State controlled in the interest of these six companies. The Chicago, Rock Island & Pacific Company also runs its own motive power and rolling stock over the Cameron & Kansas City Branch of the Hannibal & St. Joseph road, 53 miles; but by the terms of the agreement between the two parties, it does no local traffic on the route. Under a similar arrangement, the Missouri Pacific Company also uses the Hannibal & St. Joseph track between Atchison, Kansas, and St. Joseph, Mo., 20 miles. The St. Louis, Keokuk & Northwestern Company uses the track and motive power of the Wabash Company between St. Peters and St. Louis, 30 miles; and the St. Louis, Hannibal & Keokuk Company uses the same between Gilmore and St. Louis, 40 miles. The Cherry Valley Company also uses the track and motive power of the St. Louis, Salem & L. R. Company between Midland and Cuba, 8 miles.

All the companies running trains into Kansas City from the north side of the Missouri river use the bridge and some portion of the track of the Hannibal & St. Joseph Company, and a very illogical sequence of this fact is, that while all these lessee companies make no extra charge on passengers crossing the bridge on their trains, in order to reimburse themselves for the tolls paid by them to the Hannibal & Joseph Company for the use of its bridge, the latter company does make an extra charge for carrying passengers over its own bridge.

The use of the Missouri Pacific track, for 10 years, between Pacific and St. Louis, by the St. Louis & San Francisco Company, provided for in the act of March 31, 1868, was continued by agreement between the two companies until the close of 1883, when the St. Louis & San Francisco Company had its own road completed into St. Louis.

The opening of this piece of new line suggests some very important reflections. The road is a parallel and competing line with the Missouri Pacific, between St. Louis and the town of Pacific, (formerly called Franklin,) and was built because the two companies could not agree upon terms for the joint use of the Missouri Pacific track. Here are now two lines of railroad doing the same work which previous to January 1, 1884, was done by one line, without the capacity of that line being overtaxed, *i. e.*, the same traffic is now paying the interest on the cost of two roads where one can do the work required. It follows that if the conditions are to be preserved under which the lowest equitable rates shall be possible, the State must intervene to prevent the construction of two roads when only one is necessary, to enforce the public highway feature on the one road and to limit the charges on the same for all kinds of service.

. For statement of number of miles in each main and branch line, etc., see Abstract of Returns in Appendix B, and Tabulation of Statistics in Appendix C.

EARNINGS AND EXPENSES.

The total gross transportation earnings inside the State, so far as the same can be separately ascertained, amount to \$28,754,335, equal to \$6,343 per mile of road operated. The total expenses amount to \$18,126,911, equal to \$3,996 per mile of road, and 63 per cent. of gross earnings. The net earnings amount to \$10,627,424, equal to \$2,347 per mile of road, and 37 per cent. of gross earnings.

The following table shows total earnings and earnings per mile of road for each year since 1875:

YEAR.	Total earnings.	Earnings per mile.
1875.....	\$ 15,826,450	\$ 5,189
1876.....	15,271,235	4,865
1877.....	14,932,390	4,681
1878.....	15,525,500	4,844
1879.....	19,374,126	5,357
1880.....	22,411,644	5,593
1881.....	26,839,328	6,330
1882.....	27,616,659	6,305
1883.....	28,754,335	6,343

See Appendices B and C.

LIABILITIES.

The total amount of stock chargeable to the number of miles in Missouri is \$117,766,238, equal to an average of \$26,429 per mile of road, and the total amount of bonded debts is \$106,958,557, equal to \$24,106 per mile of road, making the total stock and bond liabilities \$224,724,795, equal to an average of \$50,535 per mile of road.

For particulars see Appendix C.

CLASSIFICATION OF ROADS.

According to our interpretation of Section 831 of the Revised Statutes, the following roads belong to class A, on which Class of roads the passenger fare is limited to three cents a mile, viz. :

Chicago & Alton.....	From Louisiana to Kansas City.
Chicago, Rock Island & Pacific.....	Lineville to Leavenworth.
Hannibal & St. Joseph.....	Hannibal to St. Joseph.
Hannibal & St. Joseph.....	Cameron to Kansas City.
Kansas City, Fort Scott & Gulf, Fort Scott, Southeastern & M., } Kansas City, Springfield & Memphis, }	Within Missouri.
Missouri, Kansas & Texas.....	Within Missouri.

Missouri Pacific.....	From St. Louis to Kansas City.
Wabash, St. Louis & Pacific.....	St. Louis to Kansas City.
Wabash, St. Louis & Pacific.....	Brunswick to Blanchard.
St. Louis, Iron Mountain & Southern.....	St. Louis to Moark.
St. Louis & San Francisco	St. Louis to Seneca.
St. Louis & San Francisco.....	Peirce City to Kansas line.

In view of the fact that passenger rates are now limited to three cents a mile on all the railroads in the surrounding States of Illinois, Iowa and Kansas, it is worthy of consideration whether we may not with propriety adopt the same rule in Missouri. The average earnings per mile of road are greater in Missouri than in Kansas or Iowa, and but little less than in Illinois.

CORRESPONDENCE, ETC., CONCERNING RATES.

January 2d. A communication is received from a firm at Columbia, enclosing 8 expense bills on lime shipped from Auxvasse over Chicago & Alton and Wabash lines, 47 miles, showing excess over legal rates, of \$29.40.

January 3d. A letter is written to M. Knight, G. F. A., Wabash Railway, giving a list of these bills and specifying the over charges on each, with the total amount which should be refunded. No reply ever received. This firm afterwards informed the Commissioners that they were obliged to keep the Auxvasse lime on hand, because on account of its superior quality, there was a special demand for it in the Columbia market. These works afterwards became the property of the Marble Head Lime Co., of Chicago, from which company we received a letter September 12th, stating that they consider the rates on lime in Missouri to be almost prohibitory; and again another letter, November 2d, showing that lime ranks with lumber, in importance as a building material, and that its *value* is only from 10 to 20 per cent. of the value of flour with which it is classed. We explained to them that this classification is made in the statute, which places lime in class E, and provides that the Commissioners shall make no changes of classifications in classes D, E, G or H. However, on the 28th of December, the Board passed an order that the rates on lime in barrels should be so reduced as not to exceed 75 per cent. of the rates on flour.

January 4th. Verbal complaint made by a party at Tipton, that the Missouri Pacific Co. refused to furnish double-decked cars for the transportation of sheep, and information asked as to the remedy. Answered by reference to Laws of Missouri for 1881, page 83, and calling attention to the fact that the penalty provided in the act is, that the company failing to furnish such cars for sheep shall be entitled to one-half the stock rate only on the same.

January 4th. Verbal protest made by a citizen of Maryville against the four cent passenger rate on the Hopkins Branch of the Kansas City, St. Joe & Council Bluffs road. Answered by reference to section 831 of Revised Statutes by the terms of which this line is made a class B, (*i. e.*, a 4 cent) road. Subsequently however, the Commissioners made personal inspection into its volume of business as compared with the main line, and found it to be only about one-half as great. They therefore deemed it inexpedient to attempt any change in its classification at present.

January 17th. Letter received from a firm at Clinton, stating that newspaper had been changed from class 3 to class 2, and the charges on it were 63 instead of 49 cents per 100 pounds from St. Louis to Clinton, 229 miles. Answered same date, that printing paper was in class 3, and schedule enclosed, showing same.

January 17th. Letter from a firm at Camden, stating that the Wabash Co. had raised the rate on cord wood shipped from that point to Kansas City, 36 miles, from \$10.50 to \$14.00 a car, and asking whether there had been any change in the legal rate. Answered same date, that the legal rate was still \$10.50.

February 10th. Letter received from same party, enclosing expense bills, showing charges of \$14.00 per car. The \$14.00 rate is the rate established in section 4, of the act of March 1875, and the \$10.50 rate is the one established by the Commissioners, as provided in section 12 of same act. The officials of the Wabash Co. acting under the advice of their attorney, Mr. Blodgett, having refused to acknowledge the authority of the Commissioners to reduce rates as provided in said section 12, of that act, (see our last Report, page 19,) and as our present correspondents know their legal remedy, we return their expense bills on same day they were received, and

enclose a *certified copy of freight rates as reduced by the Commissioners*, for their use in enforcing their claim.

March 19th. The papers (including correspondence with railroad officials) pertaining to this matter, having been sent back to us, with request that we endeavor to have the matter righted, we this day transmit same to the General Manager of the road, and request him to have the illegal charges refunded. No reply to this communication having been received on April 16th, we write to the Secretary of the Company, requesting action upon the subject or a return of the papers.

April 21st a letter is received from the Freight Claim Agent, stating that they "Decline to pay this claim," and that they "Would prefer that suit be brought," in order to test "The legality of the schedule of rates," as reduced by the Commissioners.

April 23d. All the papers, including copy of letter last mentioned, are mailed back to the party at Camden.

On the 10th of July, the Board being satisfied that judicial decisions already rendered in the courts of other States and of the United States precluded all probability of a judgment in favor of the company in this case, a letter is written to their attorney asking whether he still adhered to the position ascribed to him in Mr. Bird's letter of June 1, 1882 (referred to on page 19 of our last Report). To this no reply has been received.

October 30th, letter received from same firm, stating that the Wabash Company still adhered to the \$14 charge on cord wood, while they were hauling coal between some points for 75 cents per ton, which is equal to \$7.50 a car. Wood and coal are in same class. November 9th, we write to the General Freight Traffic Manager, calling his attention to this inconsistency, and he replies on the 10th that if the alternative be presented of reducing the rate on wood or raising the rate on coal, he will have to do the latter. To this we reply on the 12th, showing why the position thus assumed by him is utterly untenable.

December 27th, letter received from same firm, enclosing 71 Ex. Bills, showing total overcharges of \$248.50, and stating that before bringing suit they prefer that we make another effort for a settlement without litigation. December 29th, receipt of same is acknowledged and letter written to M. Knight, General Freight Agent. A verbal statement of our views in regard to this matter is also made to Mr. Knight, and he is urged to settle same without litigation. January 10th, 1884, letter received from him asking time for consideration, etc. February 5th, letter received from complainants, stating that they had waited long enough for a settlement, and that they proposed to test the matter by law; whereupon we enclose to them their Ex. Bills, etc., on same day. February 9th we received a letter from Knight

containing statements and evidence to show that the cars in question, although billed at 20,000 lbs., probably carried loads much heavier than that, and were therefore *properly* charged more than the \$10.50 rate. This adoption of a new line of defense is, in our opinion, an abandonment of the old one, and that the question as to the legality of the reduced rate is therefore settled so far as that company is concerned. That letter we answered on the date of its receipt, stating that, "the only reply we can now make is that the matter has gone beyond our control, the papers relating thereto having been withdrawn from this office by letter received here on the 5th inst."

January 22d, letter received from a party at California, making enquiry respecting the rates on grain and on live stock shipped from that point to St. Louis, 150 miles, which is answered in full same day. January 31st another letter is received from him asking whether the live stock rate (\$28 a car) includes delivery at stock yards. The fact being that the distances to the Union or National yards being such as to entitle the Company to make an additional charge, we proceed to ascertain whether such is the practice, which prolongs the correspondence until February 7th, when we write him giving full information.

January 25th, letter received from another party at California, asking what are the legal rates on live stock shipped to St. Louis. Answered same day in full.

July 11th, another letter is received from him complaining that the Mo. Pacific Co. refuse to furnish double decked cars for sheep. Answered same day enclosing copy of statute showing penalty to be a reduction of the rate to one-half the live stock rate.

January 31, a communication is received from the Empire Lumber Co., of Hannibal, stating that the Kansas City, St. Joe & Council Bluffs Railroad Co. charged them 16 cents per 100 lbs. on 7 cars of lumber hauled from St. Joe to Fairfax on their Tarkio Valley Branch, 59 miles; and on 7 other cars 13 cents per 100 lbs. Sixteen cents per 100 lbs. is \$32 a car and 13 cents is \$26 a car, while the legal rate for that distance is \$14.50, as fixed in Section 834 R. S. They also state that in regard to the last named shipment of 7 cars, the said railroad company refused to forward it in the cars of the H. & St. J. Railroad Co., but required it to be transferred to their own cars. This is

in violation of Section 13, Article 12 of the Constitution and of Section 819 R. S. February 1st we write to J. F. Barnard, General Superintendent K. C., St. J. & C. B. Railroad, on this subject, and on the 10th we receive his reply, wherein he admits the facts as stated, but pleads in justification that he was acting in the interest of his company (the C. B. & Q.), endeavoring to prevent its territory from being invaded by the H. & St. Joe Co. The C.; B. & Q. Co. could make more on a haul of 300 miles entirely over its own lines from Burlington on the Mississippi river than it could on one-fifth of a 265 mile haul from Hannibal, the H. & St. Joe getting the other four-fifths of the haul.

February 7. Letter received from a party at Neelyville, asking whether rates on special classes had been changed since 1881. Answered same day that they had not, and copies of schedules mailed to him.

February 14th. Letter received from a party at Kansas City stating that he is mining coal on the Lexington Branch of the Mo. Pacific; that this company discriminates against him in rates and asking what is his remedy. Answered same day and the remedy explained to him.

February 15th. Letter received from the Manager of the Produce Exchange of Sedalia, stating that the Missouri Pacific Company had issued an order to its agents to refuse shipments of different kinds of grain in same car. Answered same day, quoting the provisions of the Act of March 12th, 1881, in relation to this matter.

February 16th. Letter received from a party at Liberty, asking what are the rates on first-class goods on the H. & St. Joe. railroad. Answered same day and the law of rates explained to him.

March 2d. Letter received from Bismarck, on the St. L., I. M. & S. Railway, asking legal rate on live stock shipped from that point to St. Louis. The distance per local passenger schedules is 75 miles and the live stock rate is \$18. Answered same day and schedule of rates enclosed. March 13th,

another letter is received from him, stating that he has been charged \$23 a car on 3 car loads, and asking the Commissioners to require the Company to refund the excess over legal rates. Answered same day advising him to make out bill of overcharges and send the same to the General Freight Agent at St. Louis, and if he so wishes, to send our letter along with the bills. March 28th. Letter from him stating that he had adopted our suggestion, etc.

March 10. Verbal statement made by member of an iron firm of St. Louis, in regard to rates on ores shipped from points on the St. Louis & San Francisco Railway, averaging about 60 miles from St. Louis. The lowest rate of which he is cognizant is \$1.40 per ton, which is $2\frac{1}{2}$ cents per ton per mile. March 13th. We write to the General Manager of the St. L. & S. F. Ry. as follows: "Allow us to call your attention to the rates on Class J, from points lying between Pacific and St. James into St. Louis. According to the latest of your schedules of local rates in our possession these rates are, from Catawissa, Robertsville, Moselle, St. Clair and Dry Branch, \$22 per car of 20,000 lbs; from Stanton, Sullivan, Bourbon and Leasburg, \$28, and from Cuba, Iron Ridge and Knob View, \$29. We presume that the most important article belonging to that class and shipped from the points named is iron ore, worth in St. Louis about \$3 a ton. The rates above quoted are respectively \$2.20, \$2.80 and \$2.90 per short ton, which would be about \$2.45, \$3.15 and \$3.25 per long ton. Evidently these rates are prohibitory. Please tell us whether you are hauling any ore from these points, and if so at what rates." March 15th. Reply received from the General Manager in which he says: "There is very little ore at those points, and we have private arrangements with the shippers for whom we have put in switches between our regular stations, and given them very low special rates." This reply not being satisfactory, it was proposed during a session of the full Board on the 17th, that since the information called for by us is contained in the 26th and 27th statements required in Section 841 of the Revised Statutes to be made to this office on or before the first day of April of each year, therefore that we request the General Manager to make out these statements specifically and forward same to this office as part of the returns due from his company at that time. There being a proposition pending for a conference between the Railroad Commissioners and officials of this Railway Co. in regard to a general reduction of rates on its lines, which was only waiting an agreement as to the time of holding same, it was finally determined on the 19th to pass this matter over for the present, and to renew the correspondence in regard to the fixing a day for the conference. This was accordingly done,

and the meeting arranged for April 5th at the Railway Company's office in St. Louis.

On the 27th of March, a letter was received from the President of the Ozark Land Co., of St. Louis, complaining that rates on ores shipped to St. Louis from points on the Frisco and Salem road were prohibitory, and claiming that three-fourths of a cent per ton per mile would be a fair rate. And on the 3d of April we receive a letter from Union, Franklin county, making same complaint, and stating that said rates are over 2 cents per ton per mile. These letters were appropriately answered, the last reply being dated April 4th, and stating that we were to have a conference with Capt. Rogers the next day.

This conference was accordingly held, and the journal of the Commissioners of that date contains the following entry: "Although no definite conclusions were reached, as to what rates shall rule on specific articles, yet, Capt. Rogers exhibited such an intimate knowledge of the true principles on which a railroad should be managed, such a willingness to deal with all his patrons on a fair business basis, and to give due consideration to the suggestions of the Commissioners, that they believe good results will follow from the conference."

The Commissioners learned, on the same day, from one of the furnace companies, that ore was hauled from the Iron Mountain to St. Louis, 81 miles, at \$1 per ton; and on the 12th of April, they receive a letter from an iron broker at St. Louis, containing the following:

"If you will contrast the condition of things in this State with that existing in Tennessee and Alabama, you will see in a moment why it is that the Southern furnaces are yearly increasing their hold upon the Southern trade, while our furnaces are being closed up one after another. I think I am within bounds when I say that at least 80,000 tons of Southern made pig iron came in here last year, every ton of which might have been supplied from Missouri furnaces, had they been protected by our railroads, (or rather our railroad, as most of the ore and pig iron comes in by the St. Louis & San Francisco.) The tariff on ore is more than double what it is on Southern roads, and it actually costs as much to bring pig iron from Cuba to St. Louis (90 miles) as from Birmingham or Chattanooga, (500 miles.) Now, it is a foregone conclusion, that unless some relief is granted soon, the furnaces and ore mines on the line of the St. Louis & San Francisco railroad, will be obliged to give up their business, and seek other and more favorable locations. I feel sure, however, that with the same transportation charges on ores and metals as are charged the Southern furnace men, we could retain our hold on the trade, and compete favorably. The coke used by the furnaces at Carondelet comes mostly from Pittsburg, at a cost of about six-tenths of

a cent per ton per mile for transportation, and the ore used comes mainly from St. Clair, (55 miles,) on the St. Louis & San Francisco railroad, at a cost of \$1.40 per ton, or 2 54-100 cents per ton per mile. Ore from the Iron Mountain and Pilot Knob costs from $1\frac{1}{3}$ to $1\frac{2}{3}$ cents per ton per mile, etc."

This letter being addressed to Commissioner Harding, was answered by him April 13th, at great length, explaining the provisions and working of our law of rates, the powers of the Commissioners respecting same, etc., referring to our conference with Capt. Rogers on April 5th, and expressing the belief that rates over his road would be equitably adjusted.

February 5th, 1884. A letter was addressed to this party asking what are now the rates from points east of Rolla, and the answer received February 8th, states that they are \$1.25 per gross ton, which is about \$1.11 $\frac{1}{2}$ per net ton. Still later advices from St. Louis inform us that the rate from Dry Branch, 63 miles, and points east of that, is \$1.25 per gross ton; and from the Iron Mountain \$1.00 on ore consigned to St. Louis, but when consigned to Chicago or Joliet, the St. Louis, Iron Mountain & Southern Railway Co. gets 86 cents for its share of the charges. The same informant adds that the difference between the rates on ore in Missouri and in Alabama is enough to constitute a reasonable profit to furnace men.

March 20. Received from Senator Walker a petition addressed to him and signed by some forty merchants of Tipton praying for redress of grievances resulting from unreasonable charges on Mo. Pacific railroad on articles of general merchandise. The petition is forwarded to him by Mr. Sharp, from whose letter it appears that the tariff complained of is a new one lately issued. Letter written same day to Sharp asking for the number or a description of that tariff sheet. March 21st reply received from Sharp giving the number of the tariff sheet, and letter written same day to the General Freight Agent asking for a copy of the same. March 24th. No reply being received a second request is made for same. March 26th. Copy of tariff received. March 27th. Letter written to Sharp informing him that we have procured a copy of the tariff complained of and have carefully noted the rates therein fixed, etc. The Commissioners having already determined upon having a conference with the officers of the St. L. & S. F. Co., concluded to arrange one also with those of the Mo. Pacific for the settlement of this and other matters. The conference was afterwards held with some good results.

April 12th. Letter received from a party at Kansas City asking what is the legal rate on White Oak sawed lumber hauled from Estill and Fayette

to Pleasant Hill. Answered in full on the 13th giving distance, rate, etc., 100½ miles, \$18.50 per car, with \$5 per car toll at Boonville bridge, making \$23.50 per car, or 11½ cents per 100 pounds.

April 26th. Letter received from a party at Gray's Summit, making enquiry as to the legality of a charge of 45 cents per 100 pounds on hogs less than car loads shipped from that point to St. Louis, 41 miles, and why the Railroad Company can charge less from Boles to St. Louis, 48 miles, than from Gray's Summit. Answered in full on same date. April 28th. Another letter received from same person making enquiries concerning the powers, etc., of the Commissioners. April 30th. Answered in full.

April 30th. Letter received from a party at Hardin asking whether rates on cord wood have been changed. Answered same date that they have not been changed since our former correspondence with him, and that the rate from Hardin to Kansas City, 47 miles, is \$10.50 per car.

Nov. 15th. The same party writes us that he is still charged \$14 a car on cord wood shipped to Kansas City. He thinks that an unreasonable charge, but that \$10.50 is reasonable. He states that the rate on grain to St. Louis, 229 miles, is 17 cents per 100 pounds; on the 1st class goods 65 cents and on 4th class 24 cents. The legal rate on grain is 22½ cents.

May 19th. Letter received from a dealer at Maryville complaining of discriminating rates on oil hauled from St. Joseph. Answered same day in full showing that such discrimination as is described is illegal, pointing out the statutes referring to the same and the remedy for their infraction.

May 23d. Letter received from a party at Montrose asking general information concerning rates, etc. Answered same day in full, mailing to him also copies of Railroad Law and of our Reports, and referring in our letter to Sections of Statutes and pages of Reports bearing upon this subject.

Nov. 2nd. He writes that rates to St. Louis, 241 miles, are \$50 a car on live stock, 20 cents on corn and 39 cents on broom corn per 100 pounds. The legal rate on live stock is \$44, and on corn 23 cents. He thinks that \$35 is a reasonable rate for live stock and 15 cents for grain, but says that the greatest hardship is lack of cars; they not being equal in number to the demand.

May 25th. Letter received from a firm at Clinton, respecting an extra charge for transfer of cars from M., K. & T. line to Kansas City & Southern road. June 2d, same is answered in full, quoting provisions of section 817 of Revised Statutes, which covers the case explicitly.

June 2d. Letter received from a party at St. Louis, complaining of discrimination in rates between hard and soft lumber, alleging among other things, that the Missouri Pacific Co. has charged 13 cents per 100 pounds on hard lumber hauled from St. Louis to Kansas City, (283 miles,) while it hauled soft lumber at 8 cents. Answered same date, giving legal rates on lumber, etc., as follows: "The only limitation of rates on lumber in our Statutes is found in section 834, Revised Statutes 1879, wherein all lumber is rated *alike* and the maximum charge for 275 to 288 miles, is \$32.50 per car. By a rule of the Commissioners, a car load is 20,000 pounds, and \$32.50 per car is therefore 16½ cents per 100 pounds, a higher rate than either of those you mention. As to the difference in rate between hard and soft lumber, we know of no provision in our Statutes that forbids it, or decision of our courts that declares it illegal. Manifestly, however, there is injustice in it, when there is no great difference in the price of the two kinds of lumber. But in the case of extra valuable woods, such as mahogany, walnut, etc., the case would be different. Please inform us what is the reason given by the companies referred to, for the distinction."

June 4th. Reply received from him, stating that the agent of one of the companies told him, "That they had to give a rate on soft lumber to compete with Hannibal, Quincy and Chicago; whereas, hard lumber originated in Southeast Missouri," and there is no competition upon it. He affirms very correctly, that the effect of this is to encourage the production of lumber in the Northern pineries, and to repress it in the hard wood forests of Missouri; and he argues very properly, that as ordinary hard lumber is worth less per cwt. than ordinary soft lumber, it certainly should not pay a higher transportation rate.

June 7th. Complaint received of an overcharge on a car load of miscellaneous goods shipped from Kimmswick to Potosi, on the St. L., I. M. & S. R'y, the averment being that the shipper was offered the use of the car for \$21, but on receipt of the goods he found the bill to be \$34. The complainant claims a rebate of \$13, but appears to be in doubt whether he can successfully assert the claim, and asks our advice. June 11th. We answer

as far as the facts given justify, and suggest the necessity of our hearing the statement of the other side before we can confidently determine what advice to give him.

July 2d. Having obtained complainant's consent to call for a statement of this case from the Railway Co., we write to the General Freight Agent in respect to it, and July 10th, we receive a reply from him, stating that the \$21 rate claimed to have been offered to complainant is a rate regularly allowed to immigrants on *household goods*, and was undoubtedly offered to him for that kind of shipment, if he so asked it; but that the car in question being loaded with one-third household goods and two-thirds general merchandize, had been charged general merchandize rates. July 11th. The substance of this reply is communicated to complainant, which closes the correspondence.

June 8th. Complaint received from Montgomery City, that the Wabash Co. refuses to receive live stock in mixed lots for delivery at National Stock Yards in East St. Louis, because said yards being outside of the State, our laws do not apply to freight delivered there. Answered same date, referring to act of Mar. 22d, 1883, (Laws of Missouri, 1883, page 53,) and quoting therefrom as follows: "Whenever *any shipper* shall order one or more cars from *any railroad company*, for the purpose of transportation of *stock*, grain or any other article of commerce or trade, he shall have the right and privilege to put in said car or cars *two or more species of live stock*, at his own risk of their injuring each other, unless such injury is received in a collision of trains or derailment, at the same price as for one species, etc." We suggest that in the absence of any law of Congress upon this subject, and in view of the inadequacy of the common law administered through the courts, to regulate such matters, the Statutes of the State from which the freight is shipped, is the most equitable law in this and similar cases. The provision in our Statutes inhibiting interference with inter-state traffic (Sec. 844, R. S.) does not apply to such traffic as this case presents, but to "Any freight or passengers which come from *beyond the limits* of this State, and to be carried *through or across* this State."

June 26th. A similar complaint comes from Curryville, on the Chicago & Alton railroad, which brings about a correspondence with the officials of that company, but with no satisfactory results.

June 26th. Enquiries received from Bourbon, on the St. L. & S. F. Railway, in regard to rates on lumber shipped from that point to Lebanon, Boles and Washington, etc. Answered same date in full, as follows: "The distance from Bourbon to Washington is 57 miles, and to Boles 51 miles. The rate on lumber per car load is the same to both points, viz.: \$14.50. The distance to Lebanon is 107 miles and the rate \$18.50. As to construction of last clause of Section 834, see opinion of Attorney-General on pages 32 to 35 of our report for 1878, herewith mailed to you. A car load is 20,000 lbs., and if the weight be less or more the charge is in proportion. For instance, if the car load rate be \$14.50 (as above) and the weight of the load be 30,000 lbs., $1\frac{1}{2}$ car loads, then the charge would be $1\frac{1}{2}$ times \$14.50 *i. e.*, \$21.75. 5,000 lbs. is $\frac{1}{4}$ car load, and the charge in that case would be \$3.62 $\frac{1}{2}$.

July 9th. Complaint received from Lexington that the rate on flour shipped from that point to St. Louis had been advanced from \$36 per car load of 100 bbls. to \$45. Answered on the 10th that the legal rate as limited by statute is, for that distance, \$46. Assuming the weight of a barrel of flour to be 200 lbs., the legal rates on *grain* and on *flour* are exactly the same per 100 lbs. If, therefore, the grain rate be a reasonable one it follows that the flour rate is not unreasonably high. Flour is worth more per 100 lbs. than either kind of grain. A reduction of rate on either should first be applied to grain.

July 16th. Enquiries received from the Hannibal Milling Co. in regard to grain rates on the M., K. & T. railroad. Answered same day, and again on the 19th in full.

August 11th. Letter received from a law firm at Liberty in regard to extra charge on passengers over the Kansas City bridge, and asking for certified copy of our order placing the Hannibal & St. Joseph road in Class A. Answered in full on the 13th, enclosing copy of order referred to and calling attention to opinion of Attorney-General McIntyre in the matter of the Boonville bridge quoted on page 24 of our Annual Report for 1882.

Aug. 31. A letter is this day addressed to the Attorney-General for the purpose of obtaining his opinion on the question whether the Commis-

sioners are authorized to reduce passenger rates, asking, in reference to the Act of March 19, 1875, "Does the power to reduce rates granted to the Commissioners in this statute apply to both *passenger* and *freight* rates, or to *freight* rates alone?" The Commissioners have had this subject under special consideration since July 13, last, and are anxious to have their powers defined.

Sept. 4. Reply received from Attorney-General, wherein he holds that the Legislature evidently *intended* to confer the authority to reduce passenger rates, as is evidenced by the last clause of section 2 (S. 832, R. S.); but that it failed to do so; section 12 (S. 842, R. S.) the only section wherein this authority is conferred applying to *freights alone*.

The authority given in section 12 (S. 842, R. S.) being: "To reduce *said* rates," and as the word *said* can have no force in the sentence, unless it be to limit rates to those *said* or named in the statute, the Commissioners are desirous of knowing whether such limitation be consistent with the true scope and meaning of the statute, and, therefore, on Sept. 7, they again address the Attorney-General, asking "Whether our authority to reduce freight rates is limited to *rates fixed in the statute*." The Board has heretofore been governed by the theory that its authority was so limited.

Sept. 8. Reply of the Attorney-General received, in which he carefully analyzes the statute and extracts its meaning, closing as follows: "I think there can be no doubt that it was the intention of the Legislature to empower the Commissioners, and that it did empower them, to reduce all freight rates, whether in one class or another, and whether the same were fixed by the statute, or charged by the companies." This opinion opens to the Commissioners a new field of duties, and suggests to them the necessity of at once entering upon the preparation of schedules of classification of all freights and such tariffs of rates on all classes of freights as would be, in their deliberate judgment, just and equitable, such tariffs to be used as bases of opinions and rules of action in determining the justice and equity of any proposed reduction.

In consequence of the fact that the reductions of rates heretofore made by the Commissioners on special classes, i. e. rates named in the statute, have been resisted by railroad companies, we, on December 4, addressed a letter to the Attorney-General asking: "What authority, power, or means are provided by law, to enable the Railroad Commissioners of this State to institute and prosecute proceedings against a railroad corporation violating any provisions of the statutes of the State?" His reply, received December 7, after reciting the provisions of section 843, R. S., authorizing the Commissioners to institute legal proceedings to compel the companies to keep

their roads in good repair, closes as follows. "I find no other authority vested in the Board to commence suits for any purpose, and since suits for overcharges, etc., are to be instituted by the injured party, and the criminal provisions are to be enforced by the State through its own public prosecutors, I am of the opinion that the Legislature intended to authorize the Commissioners to institute suits for the purpose mentioned, (i. e. mentioned in S. 843) and no other." This plainly indicates the Commissioners' line of duty in respect to rates to be to reduce freight rates, "Whenever in their judgment, it can be equitably done," and leave the enforcement of the reduced rates to the parties aggrieved.

Their duty being thus clearly defined the Commissioners enter upon the preparation of schedules of rates to be agreed upon as equitable, and commenced with the leading articles of export, grain, live stock and ores, and while engaged in adjusting rates upon these articles it was suggested that we call to our aid the General Freight Agents of the railroad companies, which suggestion was adopted December 18th, and the meeting was called for the 27th at our office. At this meeting all the principal railroad lines in the State were well represented, as was also the mercantile interest of St. Louis by the able and experienced Manager of its Freight Bureau, and there was here assembled a very rare combination of knowledge, skill, ability and experience in the details of freight transportation. The discussions were interesting; the principles governing rates and classifications being fully set forth.

September 7th. Letter received from the editor of the Journal of Agriculture asking what are the *proper* charges on certain grain shipments over the St. L. & S. F. Railway. Answered same date requesting him to state whether he wishes to know what is the *legal* rate, or what in our opinion would be a *reasonable* rate. September 10th. Second letter received, stating that he wanted the *legal* rate. Answered same day in full.

September 24th. Letter received from a member of a firm of lumber dealers in St. Louis who own mills in the northern pineries, making general enquiries as to legal rates on lumber in Missouri. Answered same date in full; and as his firm handle lumber in several different States, we ask his opinion as to the fairness of our rates. In his reply received October 6th, he says: "Judging, however, from the fact that the present rates from Chicago to Missouri river points are 15 cents per 100 lbs., and the fact that the roads are straining every nerve and using all sorts of strategy to get as

much of the business as possible at that rate, it seems to me to be fair to presume that your rates are *abundantly* high to be profitable." The distance from Chicago to Missouri river points is 600 miles and over, and 15 cents per 100 for 500 miles is 6 mills per ton per mile, which is unquestionably a paying rate for that distance.

Sept. 25th. A letter addressed to the Governor and by him referred to this office is received, coming from a complainant at Bridge Creek, in Carroll county and about 20 miles north of Carrollton, who prefers charges against the Wabash, St. Louis & Pacific Railway Company, as follows, viz.: "Said complaint being that the aforesaid Railway Company, whose line extends through Carroll county, is guilty of gross discrimination in the matter of freight rates, against the citizens of the State that ship to or from Carrollton, the county seat of said county." On the same day we write to this complainant for more specific information as follows: "Please specify some of the articles of freight alluded to, the charges on same, and charges at any other point, in whose favor such discriminations are made. Any and all facts upon this subject, that may be in your possession, will be of service." No response to this letter having been received, Commissioner Pratt goes to Carrollton, Nov. 13th, for the purpose of investigating the foundation for these charges. He there ascertains from the men engaged in all lines of trade the rates they pay, etc., etc., and reports to the Board Nov. 17th as follows, viz.: "That the open rate on cattle and hogs shipped to St. Louis, 211 miles, is \$38 a car, which is the legal rate, and the actual rate paid by all parties without discrimination is \$35, (about 16 cents per car permile.) The rate to Chicago, 415 miles, is \$55, about 13 cents per car per mile. At Sumner, (near the N. E. corner of the county), the present terminus of the Chicago, Burlington & Kansas City Line, the rate to Chicago on live stock is reported to be \$28. This may have been the basis of the alleged discriminations. On grain to St. Louis, the rate on wheat loaded from the elevator is 17 cents per 100 pounds; on corn 15 cents; on either received from wagons 2 cents more. On merchandize the rates are for first-class goods 65 cents per 100 pounds from St. Louis, 79 cents from Chicago, and 40 cents from Kansas City, 66 miles; for second class, 55 cents from St. Louis; for third class 45 cents from St. Louis; for fourth class, 24 cents from St. Louis, 32 from Chicago and 14 to 27 from Kansas City. The last named rate is on coffee. On agricultural implements, the rates are from Kansas City \$20 a car and 40 cts. per 100 pounds for less quantities. The former is the legal rate and the latter is too high. On buggy ware imported rough to be put together and finished at Carrollton, the rates from St. Louis are for wheels

55 cents per 100 pounds, for gearing, etc., including bodies, same when separate, but when all these come in one shipment, the rate is \$1.25 per 100; for iron bars, bolts, nuts, etc., the rate is 24 cents, and for steel bars 55 cts. The rates on buggy ware should be revised. On coal the rates are from Huntsville, 56 miles, \$18 a car, (the legal rates being \$11; \$1.10 a ton); from Richmond, 30 miles, \$15 per car load of 12 tons—\$1.25 per ton (the legal rate being \$1.05 per ton.) All these coal rates, legal rates included, are too high. This same Company has been carrying coal from Camden to Kansas City, 36 miles, for 75 cents per ton. Two expense bills were examined, both dated in October, 1882, both for same article (window glass) delivered to different houses, and the charge on one was 24 cents per 100 lbs., and on the other, 45 cents. There was no just cause for this difference." The Journal of the Board for that day continues, "In conclusion Commissioner Pratt recommends that the above mentioned rate on coffee from Kansas City to Carrollton, the 100 lb. rate on agricultural implements, and the rates on coal be reduced; that the rates on buggy ware be revised, and notice given the Railroad Company of the unreasonable difference in the two bills for window glass." Action upon this recommendation is delayed, pending the conclusion of correspondence between the officials of that Company and the Commissioners on other important matters.

November 21st. Letter is received from a business firm at Carrollton, asking for several copies of our last report, containing tables of legal classifications and rates, for the purpose of proving to the merchants that the local agent at Carrollton does not control rates. His letter says: "Our agent at this place is in the transfer business, and makes a great deal of trouble by promising the patrons of his line better freight rates than parties which do not patronize him can secure."

December 12th. Letter written by us to the General Freight Agent of the Wabash, St. L. & P. R'y, as follows: "We have been informed of some irregularities in charges at Carrollton, which, while of no advantage to your company, are annoying to some of your customers, and thereby injurious to your business. For instance, while your regular rate on coffee from St. Louis, 211 miles, is 24 cents per 100 pounds, 27 cents has been charged from Kansas City, 66 miles. The latter is the rate complained of. On buggy ware, imported rough, put together and finished at Carrollton, the rates are from St. Louis, for wheels, 55 cents per 100 pounds, for gearing, bodies, etc., the same when not shipped with wheels, but when all come together, \$1.25 per 100, which last rate gives dissatisfaction. On coal from Huntsville, 56 miles, \$18 a car, and from Richmond, 30 miles, \$15, both unsatisfactory. Two expense bills have been shown us, dated same month, on same article, shipped from same place, on one of which the charges are 24

cents per 100, and on the other, 45 cents. Complaint is also made that your station agent at that place, being in the transfer business (*i. e.*, hauling between the station and the town) makes trouble by *promising* better railroad rates to his patrons than to others." The station being a mile from town, the transfer of passengers and freight is a matter of importance, and several parties are engaged in it.

December 13th. Letter received from a mercantile firm at Carrollton, enclosing an erroneous expense bill; the items not corresponding with the total; and while one of the items was clearly erroneous, yet, when corrected, it did not make the sum of the items equal the total as given. Answered same date, re-enclosing the bill, giving an analysis of same, and closing the letter, as follows: "There must be a clerical error somewhere. Send the bill to Mr. Knight, G. F. A., St. Louis. You can send this letter along with it if you wish. Or, return the bill to us, and we will send it to Knight."

December 27th. At the meeting of the General Freight Agents, called, by us for this day, Mr. Knight is present, and verbally assures us, that he is making a thorough investigation into all matters of complaint at Carrollton, and that everything shall be made straight.

October 11th. A letter is received from the Manager of the St. Louis Freight Bureau, containing the following: "We respectfully invite your attention to the effect upon the trade of this city, of the use of your classification on business from St. Louis, especially on the Wabash, St. Louis & Pacific, and the Chicago & Alton railroads, which use a different classification on business from Chicago and other points outside the State. In very many cases they thus make lower rates from Chicago than from St. Louis. We solicit a revision of your classification, to the end that we may realize the advantage in rates to which we are clearly entitled, and which we would seem to have, were the rates considered apart from the classification," etc. To this we replied on same day: "We are very glad to have your co-operation in making an equitable adjustment of freight rates, etc. Please point out specifically what changes in our classification and rates you would suggest."

On the 22d we receive another letter from him saying: "I have assurances from the W. St. L. & P. R'y, which lead me to think that Company will so manage its classification from St. Louis as to put this market on a favorable footing, as compared with competing cities. I will, however, go to work on the subject of classification and send you the result. It will take me some time to do this. The experience of 30 years in freight traffic has proved to me that it is not so easy as it might be to do this work justly.

The *Joint Western Classification* is very objectionable in its feature of car load rates, and works a great hardship upon the trade of our city. I would confine the application of car load rates to a comparatively few articles."

November 24, we write to him as follows: "Some weeks since, we had some correspondence with you on the subject of classification of freights. This matter we have, for several years endeavored to leave as severely alone as possible, for several reasons; one of which is, that under our law a perfect classification cannot be made, even if such a thing were possible under any circumstances. Our law establishes 4 general and 7 special, in all, 11 classes, named first, second, third, fourth, D, E, F, G, H, I, and J. It places certain articles in each of the seven special classes, and empowers the Railroad Commissioners to classify all other articles *except* those in Classes D, E, G and H in any classes *except* D, E, G and H. Class D contains *all grain in car loads*, and Class E flour and lime in barrels. Now you know that if trade is to be fostered, that which would be a fair rate on wheat worth \$1.50 per 100 lbs. would be prohibitory on corn worth \$0.50. So, with respect to flour worth say \$6.50 a barrel and lime worth \$0.65, etc. For this and other reasons we have waited for a modification of our statutes. We are, however, compelled to make some changes, and will advertise some in our Report for 1883; and if you will point out any rectifications of our classification as you find it in our Report for 1882 that you think particularly desirable, we would be glad to have you do so. See pages 127 to 137 for classification, and page 174, Section 833, and page 179, Section 842, for statutes relating thereto." To this he replied in a letter received November 28th, from which we make the following extracts: "It would be a very difficult undertaking to make a general classification to be used by all the railways in the State, even for a commission untrammelled by any legislation. I do not know whether it could be done by the roads themselves, if left to them. Existing laws on the subject render it doubly difficult to classify properly. * * * I would wish to introduce a 5th class for merchandise and (add classes) A, B and C for car loads, and restrict the (statutory) lettered classes to the articles named in the law. Were it possible *

* * * I would adopt what is known as the *Joint Western Classification*, provided the roads would strike out the car load rates on at least four-fifths of the articles named in car loads, and on others reduce the difference between car load and less than car load rates to an amount that would properly represent the actual difference in cost of transportation. The effect of the multitude of car load rates upon trade is to build up the strong and break down the weak. It gives the large dealer an undue advantage over the small one, and tends to make monopolists in trade as well as in transportation, which I do not believe to be in harmony with the interest of the people

as a whole. * * * The practice of the Wabash, St. Louis & Pacific Railway Co., which occasioned my first letter, has been changed in a manner satisfactory to the trade of this city." It is proper and pertinent (as we think) to state here that in reality *classification* is of no importance whatever to the public; it is the *rates* that concern them. Classification is an arrangement adopted by the carrier for his own convenience, and mainly to avoid the unwieldliness of a schedule of rates varying with every article carried, as we have heretofore urged in our correspondence with railroad officials.

October 23d. A verbal complaint is made by a merchant at Centretown that the rates on the Missouri Pacific are constantly fluctuating. On the 24th we receive letters from prominent business men at Moberly and at Harrisonville, stating that they knew of no complaints either of overcharges or discriminations.

We also receive one on the same day from a correspondent at Liberty, stating that the rates on the H. & St. Joe road from that point to Kansas City, 16 miles, are \$14.80 per car on live stock, 8 cents per 100 lbs. on grain, and that passengers are charged 50 cents to Harlem and 75 cents to Kansas City. The legal rates are \$10 a car on live stock, 6 cents per 100 lbs. on grain and 50 cents per passenger to Kansas City. The difference made between Harlem and Kansas City, lying on opposite sides of the river, indicates an extra charge of 25 cents as toll at the Kansas City bridge owned by the railroad company, which charge is illegal according to the opinion of the Attorney-General, shown on page 24 of our last Report. The same letter informs us that the rate on live stock hauled over the Wabash line from Missouri City to Kansas City, 21 miles, is \$10 a car. This is the legal rate net, although this company pays a heavy tribute to the H. & St. Joe Company as rent for the use of that bridge.

October 26th. Letter received from a correspondent at Lamar, states that the rates to St. Louis (304 miles) are \$60 per car on cattle and \$55 on hogs; to Kansas City (94 miles) \$25 on cattle and same on hogs. The legal rate for 304 miles is \$54, and for 94 miles \$22 on both cattle and hogs.

October 27th. Letter from a correspondent at Lathrop, states that from Chicago to Cameron and to Plattsburg, both on the C. R. I. & P. Road,

and distant from Chicago 467 and 485 miles respectively, the rates on lumber are 15 cents per 100 lbs.; and to Lathrop, on the Cameron & K. C. Branch of the H. & St. Joe Road, and distant from Chicago 482 miles, the rates are 17 cents per 100. 15 cents per 100 is \$30 per car load of 20,000 lbs., which is about our statute rate for 260 miles. 17 cents per 100 is \$34 a car.

October 29th. A letter received from a correspondent at Chillicothe, states that the rates on lumber from Chicago to Chillicothe, 393 miles, are 19 cents per 100 pounds, and to Breckenridge, 409 miles, 23 cents. On same article from Quincy to Chillicothe, 130 miles, 12 cents, and to Breckenridge, 146 miles, 14 cents. Our Statute rate for 130 miles is 10 $\frac{1}{4}$ cents, and for 146 miles 10 $\frac{1}{2}$ cents.

October 30th. A letter is received from a correspondent at Boonville, asking whether a railroad company can charge \$2 for switching a car, \$5 a day for car demurrage, and \$5 for stopping a car en route to finish loading. We are unable to designate any provision in our Statutes, which specifically covers these points, and we are compelled to consider them under the head of unreasonable, or perhaps, discriminating charges indirectly made.

A letter received from Wentzville on same day, states that the complainant is charged 20 cents a barrel on flour to St. Louis, while the rate from O'Fallon to St. Louis, 36 miles, is only 16 cents. Also, that on one shipment of 80 bushels of wheat from Wentzville to St. Louis, the charge was 74 cents per 100 pounds. Neither of those charges on flour are in excess of the legal rates, but the charge on the wheat (if sacked) was exorbitant.

A letter from Warsaw received on the same day, states that the rates on live stock shipped from that point to St. Louis, 231 miles, are \$52 per car load of 13,000 to 17,000 pounds, while rates on main line of the Missouri Pacific for same distance are only \$30 a car. The legal rate for 231 miles is \$42.

Oct. 31st. A letter received from Jamison, on the Wabash line, in Daviess county, states that the rates on cattle and hogs shipped from that point to St. Louis, 258 miles, are \$42.50 a car, and on sheep, \$35. The legal rate on cattle and hogs for that distance, is \$46, and on sheep, it is one-half that rate, unless double decked cars are furnished as provided in the "Act to re-

quire railroad companies to furnish double decked cars for the shipment of sheep," etc. Approved March 18th, 1881.

November 8th. A letter is received from a correspondent at Clinton, Henry county, protesting against the classification of the "American Fruit Evaporator," as double 1st class freight. After enquiring into the matter, we write to the General Freight Manager of the Missouri Pacific Railway, on the 20th, as follows: "In our State classification of freights, you will find the article 'Evaporators' made double first class. You will find the same in the Illinois State classification, and in that of your and other railroad companies. So far as we are concerned, that item means *Sorghum Evaporators*, that being the only article of the kind brought to the attention of this Board at the time this classification was made. Since that time, the fruit evaporators have come into use in Missouri, and by utilizing the apple crop, bring you a large and important trade. These machines come in here from Pennsylvania, and perhaps, other States, consigned to agents in the interior, who re-ship them to the points where they are used, and from which points you carry the dried fruit to market. They are usually knocked down and crated, and are handled nearly as easily as hogsheads of tobacco. Evidently double first is too high a class for this article," etc. Having ascertained by correspondence with the manufacturers of this article, and the merchants handling it, its size, weight, etc., when packed and in shipping order, its cost at the factory and the number of machines that can be loaded into a box car, the Board agreed upon its classification, and on the 17th of December, entered upon its records, the following: "Whereas, the article of Fruit Evaporators or Fruit Driers has become an important agent in stimulating the productive industries of Missouri, etc., it is hereby *Ordered*, that said article, when securely boxed and crated, be placed in class *four*, and when carried in car load quantities, in class I, same as Agricultural Implements." A copy of this order is mailed to the General Freight Manager of the Missouri Pacific and other roads, and one to our correspondent at Clinton.

November 11th. We receive a letter from a correspondent at Windsor, on the M., K. & T. road, in Henry county, stating that he was charged a double first class rate on 4,000 pounds for one horse, weighing (actually) 1,750 pounds, shipped to that point from Aurora, Illinois. On the 20th we write him asking the amount of the bill, and his answer received on the 23d,

states it to have been \$62, on which he got a rebate of \$4, leaving the net expense, \$58. On the 13th of December, we write him, as follows: "Until quite recently the Illinois classification on stallions has been double first, now it is first class. But they are rated at 4,000 pounds, whether they weigh that or not. Our classification is on one horse, mule or horned animal 1st class, stallions and jacks double 1st. It does not appear that you paid any more than the classification and distance call for. But we will consider whether our classification should be reduced.

November 19th. A letter from a business firm at Kirksville, states that on sacked hickory nuts shipped in car load lots to Detroit, Michigan, they are charged a 1st class rate, viz.: 40 cents per 100 lbs. to Quincy, 70 miles, and a 3d class rate, 22 cents per 100 from that point to Detroit, 550 miles. After much correspondence with the said firm and with the freight officials of the Wabash line, and after obtaining all the necessary information respecting weight, value, etc., of the article named, the Board made the following order December 11th, 1883: "It is hereby ordered that the classification of freights be so amended that Hickory Nuts in sacks, barrels or boxes be placed in Class *Four*; and that where carried in car load quantities, any rates charged on same in excess of the rates fixed in the statutes or by reduction of the Commissioners, as maximum rates on Class D shall be so reduced as not to exceed said maximum rates." Copies of this order are mailed to the General Freight Agent of the Wabash line and to our correspondents at Kirksville.

November 20th. A letter from Ritchie complains that on 1,200 brick weighing 5,000 lbs. shipped from Neosho, 12 miles distant, the charge was \$6, equal to 12 cents per 100 lbs. This is very nearly the value of the brick and is an exorbitant charge.

December 5th. A letter received from a correspondent at Milan, where the Chicago, Burlington & K. C. line is intersected by the Quincy Branch of the Wabash, states that rates on hardware shipped to that point from St. Louis, 238 miles, in car load quantities, are 24 cents per 100 lbs., the same from Quincy, 105 miles, and from Chicago, 350 miles they are 25 cents. In

less than car load quantities they range from 24 to 61 cents from St. Louis and Quincy, and from Chicago from 40 to 80 cents. On groceries the rates are from 24 to 51 cents from St. Louis, same or a little less from Quincy, and from 40 to 70 cents from Chicago. On dry goods they are 60 and 65 cents from St. Louis, 80 from Chicago, and by Merchants' Dispatch from New York they are \$1.55 per cwt. on 1st class and \$1.32 on 2d class. On lumber shipped from Hannibal, Quincy, Montrose or Burlington, the rates are 10 cents per 100 lbs. in car loads. On live stock from Milan to St. Louis \$35 a car and to Chicago \$50.

December 13th. A correspondent writes from Vernon county that the rates from Schell City to St. Louis, 261 miles, are \$50 a car on cattle and hogs consigned to Union Stock Yards and \$54 to National Yards; and on sheep \$40 to Union and \$44 to National Yards; cattle and hogs to Chicago, 600 miles, \$72.50; sheep, \$62.50; wheat to St. Louis 24 cents per 100 lbs., corn and oats 20 cents. Also that the rates from Appleton City to St. Louis, 248 miles, on cattle and hogs are \$47 to Union Stock Yards and \$51 to National Yards; on sheep \$38 and \$42; to Chicago \$72 on cattle and hogs and \$62.50 on sheep; on wheat to St. Louis 23 cents per 100 and corn and oats 20 cents.

December 15th. A letter from Kansas City states that the rates on cattle to St. Louis, 283 miles, are \$47.50 a car, and to Chicago, 500 miles, \$65; on hogs \$32.50 to St. Louis and \$45 to Chicago; on wheat 20 cents per 100 lbs. to St. Louis, and 25 cents to Chicago; on corn, rye and oats, 15 cents to St. Louis and 20 cents to Chicago.

December 19th. A letter from the owners of a flouring mill at Liberty, states that they were charged 16 cents per 100 lbs. on flour shipped from Laclede to Linneus, 7 miles, over the C., B. & K. C. railroad. On the 26th of February, 1884, we reply to this communication, and after giving the reasons for delay, we ask whether these or similar rates have been since repeated, and to give us all particulars as to dates, quantities shipped, etc.

December 22d. In a letter received this day, the Hon. James Baskin, member of the General Assembly from Saline, states that the rates on the

Chicago & Alton Road are as follows: From Marshall to St. Louis (240 miles) on cattle and hogs, \$35 a car; wheat, 18 cents per 100 lbs.; corn, 15 cents. From same point to Chicago (405 miles) on cattle and hogs, \$50 a car; wheat, 23 cents per 100, and corn 18 cents. Passenger rates are three cents a mile for all distances. He also states that the officials in charge of the road are gentlemanly and accommodating, and have the confidence and respect of the public. He adds that "the rates charged at interior points in Missouri are higher than they ought to be. Charges should be the same per ton per mile for all distances with reasonable terminal charges added. I trust that the next General Assembly will give the Railroad Commissioners power to enforce uniform rates."

December 24th. A letter from Carrollton encloses an expense bill on which certain articles are classed higher than in our State classification. This letter is answered February 27th, 1884, when we give the reason for delay, and our advice as to the proper course to be pursued in the matter, closing as follows: "And as railroad companies are in the market not with litigation to sell, but *with transportation to sell*, it may be assumed that their officers aim to deal fairly by their customers."

Since the publication of our last report, we have re-opened correspondence with the Chicago, Rock Island & Pacific Co., respecting passenger rates on their lines in Missouri. They hold (as we have stated in former reports,) the franchise of the old "Platte City & Ft. Des Moines Railroad Company" granted in 1860, which contains the following provision: "Said company may receive such tolls and freights as may be determined upon by the directors," and which was not affected by the so-called exemption acts of 1868. They, therefore, claimed that they are not subject to the law of 1875, regulating rates. On resumption of the correspondence upon this subject, their General Solicitor writes, in reference to the charge of 4 cents a mile passenger rate: "This was done with the belief, that under the circumstances, the rate was a reasonable one; and that the company was, by the terms of its special charter—as such charter has been construed by the Supreme Court of Missouri—authorized to charge a reasonable rate, without regard to legislation subsequent to the enactment of the charter." He adds, however, that their President would be glad to have our views upon the matter. To this we reply under date of January 25, 1884, as follows: "The action of our Supreme Court to which you refer, is, we presume, the decision in the

case of Sloar vs. Missouri Pacific R. R. Co., rendered in November, 1875. You are aware, that while that opinion denies to the *Legislature* the right to determine what is a reasonable rate, it specifically claims that right for the *courts* with the assistance of *juries*. It seems to us, therefore, that the subject being viewed from your own stand point, the question is, whether, under the circumstances *now existing*, your four cent rate would be sustained by the courts of Missouri. Among the circumstances to be considered, are the facts, that in the States of Illinois on our eastern boundary, Iowa on the north, and Kansas on the west, the three cent rate is the maximum on all lines, that the average rate collected in Missouri is under three cents, and on your own lines, (as reported for 1882,) only two and a half cents. Without enumerating other circumstances, still more pertinent, perhaps, we state unhesitatingly, that, in our opinion, you would not be sustained. Moreover, we believe that to keep up the four cent rate any longer, will be seriously detrimental to your interest, by driving away business that you ought to get." The reply of the Solicitor General to this, received February 25th, 1884, closes as follows: "The President authorizes me to say that in deference to the views of the Commissioners, he has directed a new schedule to be made, in which no rate will exceed the limit which you suggest."

The foregoing is selected from the mass of correspondence on the subject of rates in our office, as covering the most important points raised during the year.

PHYSICAL CONDITION OF THE RAILWAYS OF THE STATE.

Since the date of our last annual report, the physical condition of the railways of the State generally, has continued to improve; there being but few of the lines which do not show material improvement in road bed, track, equipment and transportation facilities. Much attention has been given to the renewal and strengthening of bridges. In these renewals iron structures are fast taking the place of those of wood. Many objectionable trestles have been replaced by embankments, and tracks much improved.

The returns from the railroad companies, operating railroads in the State, show that during the year 400 miles of steel rail and 1,330,000 new ties have been put in track. There are now 3,021 miles of steel rail laid in main tracks, being 65 per cent. of entire mileage of the State. The extension of

sidings and the building of new turnouts on the leading lines has greatly facilitated the movement of trains, and thereby saving much time in the transportation of commodities.

HIGHWAY CROSSINGS.

The matter of highway crossings on railroad lines is one to which public attention has been called in former reports of this Board, and we deem it proper to suggest that some action be taken by the Legislature, which will compel improvement in this important regard.

But comparatively few of the crossings of highways by railways in the State are as required by statute, or even such as a proper regard for the safety and convenience of the public demand. The number of highways crossed by railroads at grade in Missouri is about 4,000, and of this number it is safe to say that not 30 per cent. are as required by law, or even in a reasonably good condition. We would suggest that a change be made in that portion of Sec. 807 of the Revised Statutes, relating to signs or warning boards at highway or street crossings of railroads. Experience shows that the sign boards at these crossings as now prescribed by statute are difficult to keep in repair, and very liable to be blown down. They are unnecessarily expensive, and when old, are oftentimes dangerous. In inspections of the railroads of this State, these boards have in several cases been found blown down across the road, and in many instances so weakened by age and effect of storms as to be a source of actual danger to all passing under them.

The new warning boards in use on the lines of the Wabash, St. Louis & Pacific Co., are, in our judgment, much preferable to those prescribed by law. They do not in any way obstruct the highway, are easily put up and kept in repair; can always be placed where they can surely be noticed by travelers, and fully serve the purposes for which they are intended.

We would recommend an amendment to the existing statute, relating to these sign boards, so that any form or sign of warning board may be used at railway crossings of highways, which may be approved by the Railroad Commissioners as properly carrying out the intention of the law. Frequent complaints are made to the Board in regard to insufficient fencing, and bad condition of crossings and cattle guards. Complainants are referred to sections 807 and 809 of the Revised Statutes: the first section named being in relation to highway crossings, and the latter to fences, gates and cattle-guards. We recommend that these sections be so amended as to bring the items of crossings and cattle-guards directly within the jurisdiction of the Railroad

Commissioners, and giving the Board full power to enforce the provisions of the Statutes regarding them.

Among the most serious accidents occurring upon railways, those consequent on derailments of one or more wheels upon or just before reaching a bridge or trestle are prominent, and in order to decrease the liability to disaster from this cause, improved forms of track construction have been devised, and known as safety or guard-rails. Guard-rails are used upon the railway lines of Missouri to a limited extent only, and, in our judgment, legislation should be had, requiring some approved form of safety or guard-rails to be provided for all bridges and trestles on the railroads of this State.

TRACK SCALES.

In January, 1883, a letter was received from a merchant at Vandalia, Audrain county, stating that 350,000 bushels of grain were shipped from that point during the year 1882, and that great loss and inconvenience resulted to shippers from being obliged to take destination weights on grain and other articles. He requested the Board to give the matter attention, and, if possible, to have track scales put in by the Chicago & Alton R. R. Co.

On February 2, a letter was written from this office to Mr. C. H. Chappell, Act'g Gen'l Manager of the C. & A. R. R., calling his attention to the complaint of the merchants at Vandalia, and also to the provisions of section 816 of the Revised Statutes, relating to track scales.

On February 8, a letter was received from him, in reply to ours of February 2, in which he says: "This question of weighing has been very thoroughly discussed by grain men and others, in Illinois, and the conclusion arrived at was, that weighing upon track scales was so unsatisfactory that it was a useless expense to put in scales. Experience demonstrated that the weight varied greatly, with high winds, wet cars, and cars covered with ice or dirt. On the contrary, the weights received from the elevators at St. Louis, Chicago, or other Eastern cities, have proven the most reliable of any we get. If, however, the Railroad Commissioners of Missouri think scales should be placed at such stations as Vandalia, I think they will agree that they should not compel the roads to undertake this extra labor and expense without reasonable compensation for the same. As you are aware, it requires an engine and crew to do this weighing, and would cause, aside from the extra labor, a great delay to our way freight trains. If you gentlemen agree that we should be paid for this work, and will fix a price which you

think is fair to us, and not unjust to the shipper, we will be glad to co-operate with you in bringing this thing about, although we know the results will not be satisfactory to the shipper."

The provisions of Sec. 816 of the Revised Statutes are very explicit and the Commissioners not thinking they were authorized to make any arrangement as proposed in Mr. Chappell's letter, wrote to the party at Vandalia on Feb. 10th, giving him the substance of the reply of Mr. Chappell, as herein-before quoted, and stated further: "The statute (Sec. 816, Rev. Stat., 1879) however, is mandatory. Whether a railroad company can rightfully refuse to comply with the provisions of this statute, on account of unreasonableness, we cannot say. It is possible that in the event of proceedings being instituted to compel the C. & A. Co. to put in track scales at Vandalia, this question might be raised. The matter of the enforcement of the provisions of Sec. 816, is with your people, if you see proper to take steps in that direction." Nothing further was heard by us on the subject.

The act of March 21, 1883, requiring railroad corporations to give notice of time of arrival and departure of trains, when trains are behind schedule time, at all stations where telegraph offices are kept, is not observed on all lines in the State.

Some complaints have been made to the Board arising from the non-compliance by railroad companies with the provisions of Sec. 797 of the Revised Statutes, which require that depots shall be erected and maintained at all points where one railroad crosses another, the character of the land permitting, and also, that all trains carrying passengers shall stop at such crossing for the transfer of passengers, baggage and express freight. The statute makes it the duty of the Prosecuting Attorney of the county wherein such crossing is situated to prosecute for and recover in the name of the State of Missouri the penalty for non-compliance with the provisions of the statute; the penalty being twenty-five dollars per day for each day of such non-compliance, to the use of the school fund of said county. Parties complaining have been referred to the statute and the remedy pointed out.

An act to amend Section 810 of the Revised Statutes, requiring vegetation along the lines of railroad in this State, to be mowed down within specified dates, approved March 21, 1883, by reason of errors in the engrossment and enrollment of the original bill, is of no effect. The law, therefore, at present does not require railroad companies to clear their right of way of dead or dry vegetation and undergrowth. It was the intention of the act to require that all dead or dry vegetation and undergrowth should be cleared off and burned up twice during each year, viz.: between the 1st and 15th of August and between the 5th and 25th of October. The act also made it unlawful for any person to stack or rick any grain, hay or straw within one hundred

yards of the right of way of any railroad company—excepting at stations or depot grounds. We think the objects intended by the act very important and proper, and would suggest that the act should be properly drawn and re-enacted.

We have occasional reports of accidents arising from the running into of one train by another at railroad crossings. The rules and regulations governing the operating of railroad lines are very stringent as regards the management of trains at these crossings. Trains are required to come to a full stop before crossing the line of another railroad, but accidents do occur at the crossings, nevertheless. It would be well in our opinion to require by statute that full stops be made by trains on any line before crossing the line of another road, and also to prescribe severe penalties for disregard of the law by employees of any railroad company.

CASUALTIES.

One hundred and forty-one persons were killed, and four hundred and twenty-nine persons seriously injured on the railroad lines in Missouri during the year, 1883, being a decrease of forty in the number killed, and of fifty-two in the number seriously injured, compared with the reports for 1882.

The reports show that nine persons were killed by derailments, five by collisions, seven caught in frogs, nine while coupling cars, seventeen fell from trains, ten whilst getting on and off trains in motion, two at highway crossings, four were stealing rides, twelve were intoxicated, thirty-two were trespassing on track, and thirty-four from causes not stated.

Seventy-six persons are reported as injured by derailments, ten by collisions, two caught in frogs, one hundred and nine whilst coupling cars, twenty-five fell from train, thirty-five whilst getting on and off trains in motion, eight at highway crossings, eighteen whilst stealing rides, nine whilst intoxicated, twenty-three trespassing on track, and one hundred and fourteen from causes not stated.

Of passengers, eight were killed, and sixty-seven injured.

Of the passengers killed, three fell from trains, one was intoxicated, one was getting on train in motion, and three by derailments.

Fifty-three passengers were injured by derailments, five fell from trains, five were injured in getting on and off trains in motion, and four from causes not stated.

EXTENSIONS AND CHANGES OF LINE IN 1883.

The St. Louis & San Francisco was extended from the Meramec river to Grand avenue, St. Louis, a distance of 25 miles, and the line from Pacific to St. Louis opened for traffic January 1, 1884.

This new line is probably the best constructed piece of railway in Missouri. The rail is of steel, sixty-seven pounds per yard, excellently fastened, laid on 3,000 ties per mile, and the entire track put up on 18 inches of ballast. The bridges are all of iron, the masonry very substantial, and the station houses remarkably neat, and well adapted for the proper accommodation of the public.

The Springfield & Southern Railway, a branch of the St. Louis & San Francisco was extended from Ozark to Chadwick, in Christian county, a distance of 15.50 miles, and opened for traffic in July, 1883.

The Cape Girardeau Southwestern Railway was extended from Sturdivant to Idlewild in Stoddard county, a distance of 7 miles, and it is expected that the line will reach the St. Francis river during the present year. This line will develop a fine lumber region, and also extensive mining interests.

The Doniphan Branch of the St. Louis, Iron Mountain & Southern Railway was extended to Doniphan in Ripley county, a distance of 12.65 miles.

The Lebanon Branch of the Mo. Pacific Railway was extended from Cooper in Miller county to a point about two miles from the Osage river, and near Adelaide in Miller county.

Track was laid on the Kansas City & Southern Railway from Clinton in Henry County to Brownington, 9 miles, and it is expected that the track will reach Osceola, 27 miles from Clinton, early in the present season.

The Kansas City, Springfield & Memphis Railway was extended to Hope-well, Arkansas, (opposite Memphis, Tenn.) 41.76 miles of which extension are in Missouri.

The work of extending the double track on the Missouri Pacific Railway from Laclede to Kirkwood, which was commenced in 1883, is still in progress. On account of the extreme severity of the past winter, the work has been unavoidably delayed. The work will be completed however, early this season, and will be a great relief to the very heavy traffic upon that portion of the road.

The work of changing the line of the former Kansas City & Eastern Railway between Kansas City and Independence is in progress. All of the old line excepting about $4\frac{1}{2}$ miles just east of Kansas City, has been abandoned, and the present road bed of the Missouri Pacific Railway from a point

about one mile west of the Big Blue river, where the line of K. C. & E. is made to intersect the line of the Mo. Pacific, is to be widened so as to accommodate a second standard gauge track to Independence. That portion of the former Kansas City and Eastern Railway between Independence and Lexington, is now operated as a portion of the Lexington Division, which commences at Sedalia on main line of Missouri Pacific, and extends to Independence; the trains running through between Sedalia and Kansas City, via Lexington. The old 35 lb. iron rail of the narrow gauge line has at date of this report been entirely taken up, and 56 lb. steel rail laid on new 8 feet ties substituted for it. The alignment of road between Independence and Lexington has been very much improved in several places.

The Fort Scott, St. Louis & Chicago Railway Company organized in Kansas, to construct a railroad from Fort Scott via Butler, in Bates county, to Odessa, in Lafayette county, Missouri, (the latter named town being upon line of the Kansas City, St. Louis & Chicago Railway, leased and operated by the Chicago & Alton Railway Company,) commenced work in the summer of 1883, between Hume station on line of Rich Hill Railway and Butler, but after some two months' time, operations were suspended, with but little, if any, prospect of resumption.

Work was also commenced in 1883, on the St. Louis, Emporia & Western Railway, between Appleton City, in St. Clair county, Mo., and Brownington, in Henry county, but after a considerable amount of grading had been finished, work was suspended.

The Forest Park & Central Railway has been graded from Clayton, in St. Louis county, to Creve Cœur Lake, and nearly to the Missouri river at Howell's Ferry, but at present, work is suspended. Track on this line was laid from Forsythe, on Wabash, St. Louis & Pacific, a point just beyond Forest Park, in the city of St. Louis, to Clayton, 3 miles, in 1881, but line has never been operated.

A branch of the St. Louis, Iron Mountain & Southern Railway is in process of construction from Allenville to Jackson, the county seat of Cape Girardeau county, a distance of 17 miles, and which will be completed the present season.

INSPECTIONS.

Inspections of various lines in the State were made during the year 1883, as occasion required.

In October, inspection was made of the line of the Chicago, Burlington & Kansas City Railway, from State line, in Putnam county, to Laclede, Linn

county. The track was found to be in good condition, generally, some portions require raising and surfacing. The section gangs numbered from four to six men in each gang, the sections being five miles in length. The condition of line has been very greatly improved within the past two years, and work of improvement is still in progress. The coming season will no doubt, see the entire line in good order. A large amount of work has been done, and is still in progress in repairs and renewals of bridges and trestles. The station houses and passenger accommodations are good. The line has been extended from Laclede to Sumner, on line of Omaha division, W., St. L. & P. R'y, during the past two years, and is in progress of construction twenty miles southwest of that point.

Inspection of line of Chicago, Rock Island & Pacific, between Cameron and Trenton, was made in October, 1883. This portion of the line was found to be in excellent condition in nearly every particular. The track is in good line and surface, and large portions of it ballasted; embankments of good width, and cuts well ditched. The line is entirely fenced, and the road crossings and cattle-guards in much better condition than the average. The high trestle north of Winston Station, in Daviess county, which was 600 feet in length, and from 12 to 50 feet in height, has been replaced with embankment. Station houses are in good condition. Passenger accommodations are first class. Bridges and trestles are in most excellent order. The road shows every evidence of good and careful management, and is undoubtedly, one of the very best lines in Missouri.

From Edgerton Junction to Lineville, 121 miles, track is all steel rail excepting about 8 miles.

In November, 1883, inspection was made of the line of the Chicago, Rock Island & Pacific Railway, from Leavenworth bridge to Edgerton Junction, and from Edgerton Junction to Winthrop, opposite Atchison, Kansas. Track from bridge to Edgerton Junction was found in as good condition as character of rail will admit of, the old iron still remaining in track. As regards cross-ties, their condition is much better than at time of last inspection. Some cuts require ditching. Between Leavenworth bridge and Beverly the road-bed is greatly endangered by reason of encroachment of the Missouri river, which has cut its way to within about 100 yards of the track. Line is all fenced, and road crossings and cattle-guards much better than the average. Over all the lines of the C. R. I. & P., in Missouri, good and sufficient sign or warning boards are provided at highway crossings, and which, whilst not in conformity with crossing signs as required by statute, are preferable to them in every respect and fully carry out the intention of the law. There is no steel rail upon this portion of the line.

From Edgerton Junction to Winthrop the line is in very good order,

having been very much improved in past two years between the Junction and Rushville. From a point about one mile below Rushville to Winthrop, old rail is still remaining in track with chain joints.

Between Junction and Rushville a very large proportion of new cross-ties have been placed in track and four miles of steel rail laid, and the improvement in the general condition is very great. The track is in good line and surface, and well drained. The line is all fenced, and, as on all other portions of the C., R. I. & P. lines in Missouri, much attention is paid to condition of road crossings and details generally. The station houses are good and passenger accommodations excellent.

In August, 1883, inspection was made of that portion of the line of the Hannibal & St. Joseph Railroad, between Cameron and St. Joseph. Steel rail was laid from Cameron Junction to Easton, and eastward from St. Joseph about two and one-half miles, leaving a gap of nine miles between Easton and St. Joseph to be relaid with steel. [At time of making this report, the gap of nine miles mentioned above, has been relaid with steel rail, and the lines of the Hannibal & St. Joseph Railroad from West Quincy and Hannibal Yards to Kansas City and St. Joseph, are now laid entirely with steel.] The track of this line is in excellent condition; much attention having been given to drainage and renewals of ties. The track is fully up to average of the best in the State.

INSPECTION OF MISSOURI PACIFIC LINES.

In May, 1883, inspection was made of Lebanon Branch of Missouri Pacific Railway, extending from Jefferson City to Cooper, in Miller county, 40 miles, to which point track is laid, and work of construction is in progress six and one-half miles beyond, to Bagnell, on the Osage river, about half a mile below mouth of the Little Gravois creek. Found track in good order between Jefferson City and Aurora, 36 miles; six miles are laid with steel rail, balance with iron rail, 56 pounds per yard. Track partially ballasted with broken rock, and in good line and surface. Not open for traffic beyond Aurora. Bridges and trestles are first class. Station houses very neat and commodious. It is probable line will be opened to Bagnell the present season, and that a considerable traffic will be secured thereby.

In October, 1883, inspection was made on Lexington Branch, between Sedalia and Lexington, and also of line from Lexington to Independence, formerly Kansas City & Eastern narrow gauge. Track in good condition, and for nearly entire distance between Sedalia and Lexington, in excellent

line and surface. Drainage of road-bed has been much improved during the past year, and bridges generally have been thoroughly overhauled, repaired and strengthened or renewed.

Track from Lexington station to Levasy, in good condition, and with the exception of a short distance at and west of Wellington, is all new steel rail, well fastened, and on new eight feet ties, and in excellent line and surface. Bridges are all new. From Levasy to switch, about 3 miles northeast of Independence, the old narrow gauge iron, 35 pounds per yard, still in track, and about four-fifths of the ties but six feet in length. A large force of men were at work west of Levasy putting in new eight feet ties, preparatory to laying the new steel. Large amount of material was already delivered along line west of Levasy. (The work of renewal of track was continued through the autumn and winter, as weather would admit, and at date of this report, line is all laid with new steel rail, 56 pounds per yard.) The passenger accommodations are very good. The 10° and 12° curves west of Wellington have been reduced to 4° and 5° curves. A steam excavator is at work on grade west of Pixley, reducing the curvature in line, it being intended to reduce the three very sharp curves there, to curves of a radius of not less than 1,000 feet.

The Kansas and Texas Division of the Missouri Pacific, (being the Missouri, Kansas and Texas Railway) is in very fair condition, and a large amount of work has been done on renewals and repairs of bridges. Of this work the most important done the past year has been in the renewals and repairs of the bridge crossing the Missouri river at Boonville. In 1882 the attention of the management of the Missouri Pacific Railway (that company being the lessees of the Missouri Kansas & Texas Railway,) was called to the condition of this bridge. It was recommended by the Board, in view of the largely increased weights of locomotives and trains, that the bridge be carefully examined by experts, and such alterations and renewals made as might be found necessary to bring it up to a standard of strength sufficient to meet the requirements of largely increased live loads. In compliance with our recommendations very thorough examinations were made by experts, and the work of renewals and repairs was commenced in 1882, and at this time the draw span and the four fixed spans north of the draw are finished. The materials for changing the south span are all upon the ground, and that span will be completed as soon as the weather and stage of water in the river will allow. The cast iron top chords have been replaced with wrought iron chords of the most approved construction. Steel pins have been substituted for those of iron throughout the entire structure. New and improved wrought iron floor beams have been provided, the heavy plank flooring taken off, (the bridge being originally intended for highway travel as well as for railway traffic,) and every member wherever found to be light or in any manner deficient has been renewed.

The spans renewed are three fixed spans of 225 feet each, one fixed span of 260 feet, and the draw span of 370 feet. The southern span of 260 feet will soon be completed. The spans are now proportioned to carry, in addition to entire weight of span, including track and all portions of floor system, a train of cars weighing 2,240 pounds per lineal foot, headed by two locomotives, each locomotive and tender weighing 161,100 pounds, weight of engine alone being 103,100 pounds, with 88,000 pounds on a wheel base of 14 feet, 8 inches. In addition to the dead weight of structure the live load as above cannot cause a greater tension than 10,000 pounds per square inch in bottom chords and main diagonals, nor than 12,000 pounds per square inch on laterals; on counters and long verticals, not more than 8,000 pounds per square inch. Shearing strains on pins cannot exceed 7,500 pounds per square inch of area. The elastic limit of wrought iron used is not less than 26,000 pounds per square inch, and was required to sustain without fracture strain of 50,000 pounds per square inch. The workmanship is first class in every particular, and the spans are fully up to requirements of traffic. The spans are Post's trusses and were originally erected by the American Bridge Company, of Chicago, in 1874. The renewals and repairs have been made by Kellogg & Maurice, of Athens, Pa.

On the main line of the Missouri Pacific Railway a considerable amount of work has been done in renewal of bridges. Wrought iron in all cases of these renewals has been substituted for wood. In this particular the improvement on line is marked. The condition of the track on main line between St. Louis and Kansas City on the whole shows no improvement during the year 1883. The traffic has been very heavy, and no corresponding increase of track force has been made. A large amount of new ties and ballast are required. The drainage of track is very good. Track is all steel rail, which is mostly in excellent condition. Many road crossings are in bad condition. Fencing is good. Proper attention is given to keeping right of way clear of grass, weeds and brush. Station houses in some instances, especially at the more important towns, are not equal to the requirements of traffic, particularly as regards passenger accommodation. The equipment of the Missouri Pacific is most excellent, both as regards motive power and rolling stock of all classes.

The Lexington & Southern Division, from Pleasant Hill to Joplin, is in good condition. Track is all of steel rail, in good line and surface and well drained. Bridges are in good order. Station houses are neat and commodious.

In August, 1883, inspection was made of line of St. Louis, Hannibal & Keokuk Railway, from near Hannibal to Gillmore, on main line of Wabash, St. Louis & Pacific Railway, 86 miles from Hannibal and 42 miles from St. Louis.

The track from junction with Hannibal & St. Joseph Railroad, just east of fair grounds near Hannibal, to Bowling Green, was found in fair order as regards line and surface, but a large number of new ties are required, some portions of track needing from one-third to one-half new ties. Road crossings are bad and many cattle guards are in poor order. Some work going on in repairs of trestles, and a very large amount of work, amounting in many cases to entire renewals, will be necessary the coming year. The wooden truss bridges over Salt river and Peno creek require extensive repairs. The bridge at Bowling Green (pile trestle at crossing of Chicago & Alton Railroad) should be renewed, and ought to be of one truss span. The present structure is not such a bridge as should be maintained at that point. This portion of the line (from near Hannibal to Bowling Green) needs a large expenditure of money in the near future to put it in proper condition. Without the means of renewing many of the structures the line will have to be abandoned within two years or less. From Bowling Green to Eolia, the line being comparatively new, the structures are in fair condition. The track is in reasonably good order, but much work is needed in way of surfacing and raising. From Eolia to Gillmore, road is new. Character of work is superior to that on northern portion of line, and if proper care is taken of track it will soon be in good condition. Passenger accommodations are good at station houses, but coaches are inferior.

In October the St. Louis, Keokuk & Northwestern was inspected.

Track was found to be in good order generally, and on some portions of line in very superior condition. Land-slides on bluffs below Hannibal have caused much trouble, and, apparently, will continue to do so for some years to come. A large force of men and teams, and also a construction train were at work between Hannibal and Quincy, raising grade of road bed above floods of Mississippi river. A very large amount of work has been done during the year, and is still in progress, in repairing and renewal of bridges and trestles. At Cuivre river, a draw span, Howe truss, iron upper and lower chords (arched upper chord,) is in process of construction. Iron cylinders, 8 feet in diameter, sunk to solid foundation and filled with concrete, are used for piers. Iron bridge at Salt river is also being built on piers similar to those used at Cuivre river. Iron bridge is being built at Des Moines river (State line) and several of the short spans at south approach have been filled with embankment. The passenger accommodations of the line are excellent. A great deal of trouble has been caused by overflow, and it will be necessary to raise grade of road bed on a large portion of line. Equipment of road is first class.

In July, 1883, the Potosi Branch of St. L., I. M. & S. Ry., was inspected. Line needs about 1,000 new ties and fifty new rails. Construction train with

proper force, employed for two weeks in ditching cuts and widening embankments, and 10 men employed two months, surfacing, raising and lining track, would put line in excellent condition. Speed of train, 10 miles per hour. Traffic light and accomodations sufficient for all present requirements.

In November, 1883, an inspection of main line of St. Louis, Iron Mountain & Southern Railway, from St. Louis to Piedmont, was made. The yards at Plum street, and thence southward to Lesperance street, in the city of St. Louis, have been very much enlarged and improved ; the present arrangement of tracks, with enlarged area of yards, very greatly facilitating the handling and movement of trains. The track on line from St. Louis to Piedmont is in excellent condition. All steel rail; ties good, and much of track ballasted. New iron bridges have been built during the past summer at Big river and at St. Francis river. Many of the station houses are new, and of very neat and tasty design, and well constructed. The equipment of road is excellent. Traffic (freight) on main line is very heavy. Much trouble and expense, beside suspension of traffic, has been occasioned by overflow of Mississippi river on the Southern portion of Belmont Division.

INSPECTION OF LINES OF WABASH, ST. LOUIS & PACIFIC.

In January, 1883, a letter was received from a party at St. Joseph, complaining of the dangerous condition of the track on the St. Joseph Division W., St. L. & P. R'y, from Lexington Junction to St. Joseph. Letter was answered same day, informing complainant that an inspection of line would be made about 15th of January. On account of inclemency of the weather, the track being covered with snow and ice, inspection was not made as intended. On 2d of February, letter was written to Mr. Lincoln, Chief Engineer Wabash lines, calling his attention to the condition of the track on the St. Joseph Division, and asking information as to the intention of the Company regarding renewals and repairs thereon. On 8th of February, letter was received from Mr. Lincoln, stating that the Company had 500 tons of new rails, which would be laid as soon as weather would admit, and that several new bridges were framed and ready to be put up in place of old structures. Also, that 1,000 tons of new rails and 80,000 new ties had been laid, and a number of trestle bridges renewed on the division, and that it was the intention of the management to continue the work during the coming season.

In May (on 4th, 5th, 6th and 7th), a thorough inspection of this line was made. At this time much work was in progress, especially in way of renewals of bridges. Fifteen miles of track were found as stated in report to Commissioners "in as bad condition as can be and allow traffic to be

maintained.' It was reported also that about 36 miles of track were in good order, or could be made so, by surfacing and lining up, the rails and fastenings being good, and some portions of the track in most excellent condition. It was estimated that 700 new ties per mile were needed, some portions of the track requiring as high as 75 per cent. new ties. Track force was reported as being too small, the section gangs numbering from 2 to 3 men and the sections 6 to 7 miles in length.

In communication to General Superintendent Andrews it was recommended that new rails and fastenings sufficient to lay 30 miles of track with an average of 700 new ties per mile be provided, and that a construction train with a strong force of men be employed during the season in ditching cuts; that track force be increased, and that Plattsburg bridge be renewed. Copy of report of inspection with recommendation of Commissioners was forwarded to Secretary of company May 11th, 1883.

On 22d May, letter was received from General Superintendent Andrews in reply to ours of 11th, accompanying report of inspection, stating that the management intended to do a large amount of work in renewal of track and bridges on the St. Joseph Division during the coming season.

In August an inspection of St. Joseph Division shows that a considerable amount of work has been done between Plattsburg and Lathrop—ditching, raising track, putting in new ties and renewing rails. Track between Vibbard and Lathrop was still in very bad condition in many places, but condition of track generally was materially improved since May. Bridge at Agency (Platte river) entirely renewed. From this time to January 1, 1884, the work of improvement of line was continued, and a considerable amount of new rail and ties were laid, the condition of track being very much improved. The Board is informed that the new bridge for creek crossing at Plattsburg is ready framed and will be erected as soon as possible, and also that it is intended during the coming season (1884) to take out all the old rail remaining in track, and to put line generally in good condition throughout. With the bridge at Plattsburg renewed, the bridges and trestles on line will all be in excellent condition.

August 27, a letter was received from parties at Columbia, complaining of condition of Columbia branch of Wabash, St. Louis & Pacific Railway, and asking that an inspection of same be made by the Commissioners. Sept. 11 and 12 a careful inspection of line was made by two of the Board, and full report of same, with recommendations regarding renewals and repairs, sent to General Superintendent Andrews, September 20. Reply from him was received Oct. 3d, stating that arrangements were being made to put track and structures in good repair and safe condition, and also to make extensive improvements at passenger depot in Columbia. October 19th, in a letter from

Mr. Andrews, he states that a large number of new ties will be put in track on Columbia branch, and that all renewals of rail will be made with steel rails. Also that Hickman Station, which for some time past had been closed and without an agent, would be re-opened for business, as recommended by the Commissioners. At close of year a considerable amount of work had been done on line. Many cattle guards had been renewed, and a large number of new ties put in track. Drainage was much improved, right of way cleared of brush and weeds, and station house and yard at Columbia very much improved. The line is in much better condition than at the time of inspection, and the close of season of 1884 will no doubt find it in good order in all respects.

A careful inspection was made of Glasgow branch of Wabash, St. Louis & Pacific in September. Report of inspection recommended that 1,500 new ties per mile be provided and laid in track, and that track be raised, surfaced and back filled. Rail was found to be in excellent condition. Station houses are small and shabby. Traffic however is very light. Gen'l Supt. Andrews stated that track would be put in good order as soon as it could be done, and also that it was intended to extend track from its present terminus at Glasgow, to a point much nearer the business portion of the town, and to erect there a suitable station house for the proper accomodation of passenger and freight traffic. The present passenger depot is an old box car, and the freight house can hardly stand alone. There is no turn-table at Glasgow and engine makes the trip one way backwards; the run being sixteen miles.

In October, 1883, an inspection of the Trenton Division, W., St. L. & P. Railway, formerly the Quincy, Missouri & Pacific Railroad, was made.

The line from Trenton to Novinger, in Adair county, 8 miles west of Kirksville, is comparatively new, that portion of it from Novinger to Milan, 27 miles, having been opened in 1880, and from Milan to Trenton, 33 miles, in 1881. The track is very generally in fair condition, and drainage of line good. But little of the line is fenced. Road crossings in bad condition. Bridges and trestles in first-class order, some of the latter being very high and long. Station houses are neat and commodious. At Greencastle a new building was in process of construction to take place of box car which, for three years, had served as a station house, and concerning which considerable correspondence was at one time had by the Commissioners with the Wabash management. The accommodation for passenger traffic on line was found to be insufficient. Correspondence was had with General Superintendent Andrews, recommending that better accommodation for passenger travel between Trenton and Kirksville be provided, as the Commissioners considered the present accommodation insufficient, and not at all such as the traffic demands.

From Kirksville to West Quincy, the line was found to be in good condition generally, although a large amount of work could be done on road bed and track to advantage. But little of line is fenced. Road crossings in very poor condition. Bridges and trestles have had extensive repairs, and work of repairing is still in progress. Station houses are in fair order. Passenger accommodation very good. It was recommended that a construction train with proper force of men for two months and increase of track force to average of $1\frac{1}{2}$ men per mile for same length of time, would put road bed and track in excellent shape. In a letter from General Superintendent Andrews in reply to recommendation from this office, October 26th he states that the passenger coaches on line west of Kirksville had been taken off during the St. Louis Fair, and had not yet been returned, but that orders had already been given to have the proper equipment put on the line. In regard to our recommendation concerning a through passenger train from Quincy to Trenton, he states that for one year a through passenger train was run between those points and did not pay its expenses. He states, however, that recently the earnings of the line had increased to some extent, and that as soon as there was a likelihood of a through passenger train being remunerative, it would be put on between Quincy and Trenton.

May 8th, main line Wabash, St. Louis & Pacific R'y, between Brunswick and Moberly was inspected. Much of the track was found in very bad order, being out of line, and with very frequent low joints. Attention of Superintendent was called to condition of this portion of line, and later in season, it was found that a great deal of work had been done, track being in very good order, excepting some portions in the vicinity of Huntsville. Construction train was still at work (October) between Clifton and Huntsville, and force with train and in section gangs to put track in good shape in a short time. Between Salisbury and Clifton, where in May track was especially bad, it was now found in excellent condition.

A large amount of work has been done all over main line, in repairs of bridges and trestles, a deck bridge of two spans, iron truss, has been put in at Perruque, between O'Fallon and Gillmore, in place of iron trestle. Many road crossings are in very bad order. Line very generally is fenced. Several new station houses have been built on main line, and more are needed.

The Ottumwa Division of the W., St. L. & P., from Moberly northward, is in need of extensive renewals of rail. Some portions of the line being in very bad order on account of worn out iron. In 1882, 2.16 miles of new iron rail, and in 1883, 3.43 miles of new steel rail were laid on this division between Atlanta and LaPlata. To put this division in first class condition, in this State, will require almost an entire renewal of track.

ST. CHARLES BRIDGE.

This bridge across the Missouri river at St. Charles, on line of W., St. L. & P. R'y, has attracted a large share of public attention, and owing to the fact that two of its spans have fallen, one in November, 1879, and another in December, 1881, much solicitude has existed in the minds of many, regarding its safety. We are glad to state, however, that confidence in the bridge is now quite generally restored, and so far as we are informed, the public are satisfied that it is safe. We hear no complaints regarding its condition. In 1882, the 3d and 4th spans, through trusses, were rebuilt by the Keystone Bridge Co., of Pittsburg, and are fully fifty per cent. stronger than the original spans. In 1882, it was decided to replace the Fink spans Nos. 1 and 5 with Whipple trusses. In January, 1883, in reply to a communication from this office, regarding the strength of the new spans proposed to replace the Fink spans, Mr. Lincoln, the Chief Engineer, states: "The trusses are proportioned to carry two consolidated 80 ton engines coupled, followed by train weighing 2,240 pounds per lineal foot. This, in addition to the weight of the structure. Floor beams and stringers same as above, plus twenty-five per cent. for momentum, maximum tensile strain 10,000 pounds per square inch. Factor of safety, 6 +, generally. There are special points in the bridge floor system, where factor of safety is considerably greater than 6." These new spans will give five through spans, and the passage of steamers during high water will be much facilitated thereby.

It was also determined in 1882 to entirely renew the iron trestle approaches at each end of bridge. This work was completed in August, 1883. Concerning the approaches Mr. Lincoln states: "For the new trestle approaches, to carry 80 ton consolidated engine, and to be built so as to give factor of safety of 6, with the heaviest load that can come upon it; in addition to this a wind pressure of 350 pounds per lineal foot, and an addition of 1,100 pounds per foot for momentum. The trestle as you are aware, will be in spans of 16 feet, and the bents are connected in pairs, thoroughly tied and braced, so as to resist the forces as mentioned above. * * * The spans over the streets have been re-inforced, and made very much stronger than before. Their (the street spans) capacity has been increased 60 per cent."

August 7th a letter was received from Mr. Lincoln stating that new trestle approaches are completed, "And of sufficient strength to insure safety to traffic beyond any doubt," and asking an examination of the work. He also states that contracts have been made for the two new Whipple spans to take places of Fink spans Nos. 1 and 5.

August 10th, examination was made of bridge and approaches, and report made as follows:

St. Charles Bridge and approaches. The four Fink (deck) spans are reinforced with three substantial timber bents under each span. The three through spans, Nos. 2, 3 and 4, are new; No. 2 having been erected in 1880 and Nos. 3 and 4 in 1882. Contracts are made for the erection of Whipple through trusses, to replace Fink spans Nos. 1 and 5, the work to be completed November 1, 1883. It is intended in 1884 to take down the remaining Fink spans, Nos. 6 and 7, and to replace them with Whipple deck trusses of about 150 feet span each. Substantial piers of masonry will be built midway between piers Nos. 6 and 7 and 7 and 8 to support the new spans. Until the time of taking down the Fink spans, 6 and 7, the timber bents now under those spans will remain. The approaches on east and west sides of the bridge are entirely new. The spans of girders are now 16 feet. In the old structure spans were 32 feet. Each pair of bents is so braced and connected as to form a tower or pier. The street crossings, in the City of St. Charles are very much stronger and more substantial than in the old structure. The entire work, both in truss spans and in approaches, has been designed for a far greater live load than was assumed for the old work. It is intended to replace the wooden girders on approaches with wrought iron girders as soon as renewal is necessary. The entire new structure is greatly superior to the old, and is doubtless fully up to any service which can be required of it, and with large margins of safety. No cast iron is used in any portion of the new work.

The work of replacing Fink spans Nos. 1 and 5 was delayed on account of failure of contractors to furnish timber necessary for temporary wooden Howe trusses on which to erect the new spans, and also to allow passage of trains during progress of erection, so that the completion of spans was much retarded. (At date of publishing this report both spans are fully completed.) At close of present year, no doubt the Fink spans Nos. 6 and 7 will be replaced with Whipple trusses, as mentioned above. When these spans are completed, the entire bridge will be new. Neither pains or expense have been spared by the Wabash, St. Louis & Pacific Company in the renewals of the work at St. Charles to render the bridge first class in every particular, and fully equal to all the requirements of largely increased loads, consequent upon the introduction of consolidated engines and new standard cars. It is believed that the new portions of St. Charles bridge are now fully equal to any bridge in the United States, in all respects. The new spans Nos. 3 and 4 were built by the Keystone Bridge Co., of Pittsburg, Pa. Spans Nos. 1 and 5, by Kellogg & Maurice, of Athens, Pa., and the trestle approaches by the Phoenix Bridge & Iron Co., of Pennsylvania.

Taken as a whole, the condition of the railways of Missouri, compares very favorably with that of the railways in the adjoining States.

There are 880 railway stations, and 19,486 persons regularly employed on the railways of Missouri.

Union depots are provided at St. Louis, Kansas City, St. Joseph and Hannibal.

RETURNS FROM RAILROAD COMPANIES.

Sec. 841, Art. 3, Chap. 21, R. S., makes it the duty of every railroad company incorporated or doing business in this State, to report to the Railroad Commissioners annually, on or before the 1st day of April, a full statement on oath, of the proper officers of said corporation, of the affairs of the corporation as the same existed on the 1st day of the preceding January.

On the 25th of February, blank forms prepared by this office, were mailed to each company doing business in this State, and up to, and including the 1st day of April, fourteen companies have filed reports. From the 2nd, to 22nd, eighteen companies reported, leaving nine companies delinquent at that date.

The labors of this Board have been greatly retarded on account of the failure of those companies to report promptly in accordance with law; while a failure on the part of the officers of several companies to make full and satisfactory returns, has necessitated a second application on the part of this Board, still further delaying the publication of this report. The Commissioners believe it to be a very grave mistake on the part of the managers of any of the railroads in this State to withhold from the public any information going to show the condition of their property. The uneasiness in the public mind to a great extent, grows out of the lack of proper information on this subject, and this information can only come from those in charge of the property, and any failure on their part, is at once construed into a disposition not only to openly defy the law, but a fear to permit investigation or criticism on their mode of dealing with the public. A different course would evidently be for the best interests of all concerned, and result in placing the railroads in a fairer light before their patrons.

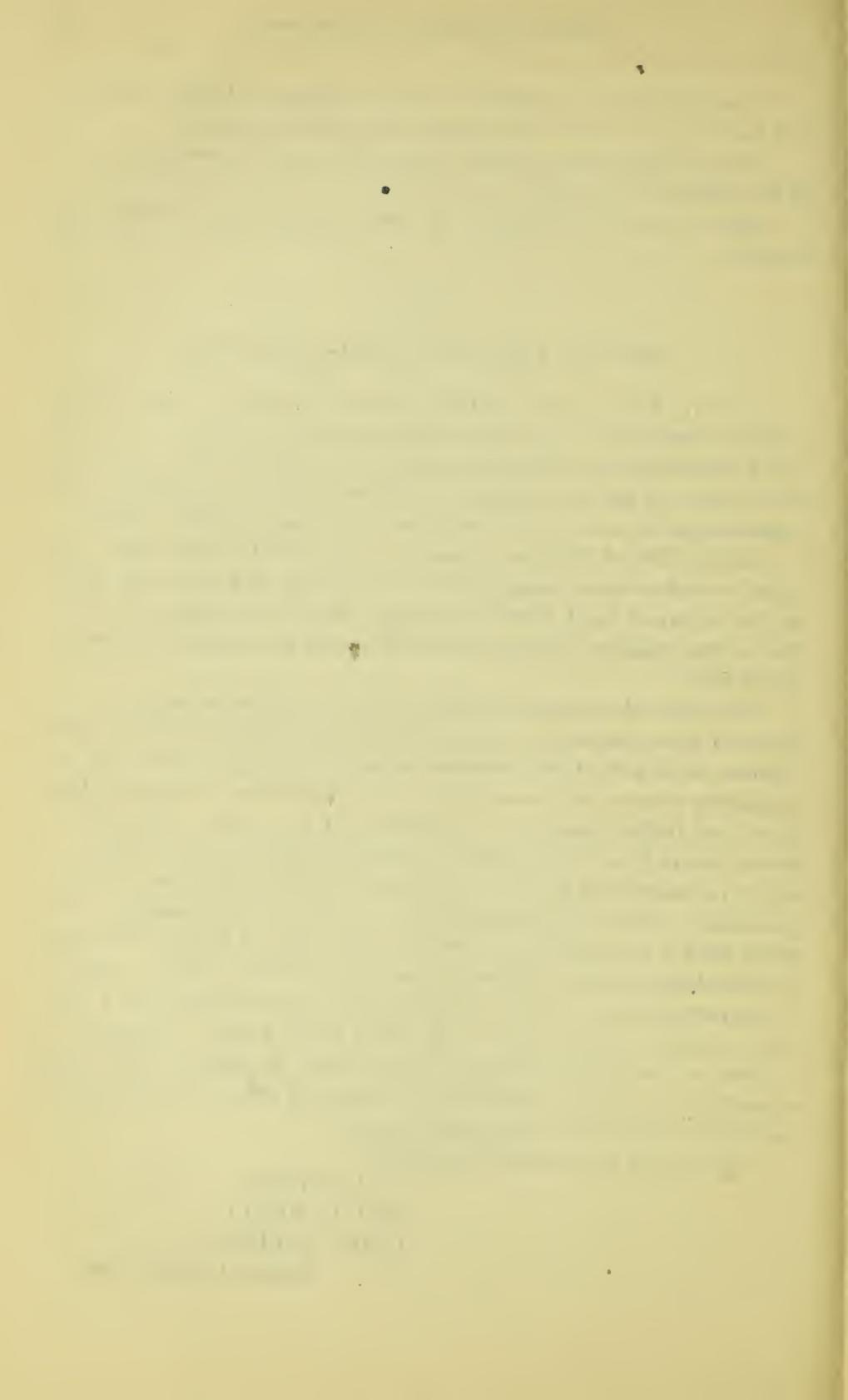
All of which is respectfully submitted.

A. M. SEVIER,

GEO. C. PRATT,

JAMES HARDING,

Railroad Commissioners.



APPENDIX A.

NEW ORGANIZATIONS, CONSOLIDATIONS, ETC.

NEW ORGANIZATIONS, CONSOLIDATIONS, ETC.

Pacific & Great Eastern Railway Company organized to build a road from Cottonwood Point in Pemiscot county, westwardly 40 miles to a point on the St. Francois River, where it will interest the Pacific & Great Eastern Railway of Arkansas; articles of association filed January 4th.

Dexter Southern Railroad Company, organized to build a road from Dexter in Stoddard county, southwardly 16 miles to the Texas & St. Louis Railway in Dunklin county; articles of association filed January 6th.

St. Louis Elevated & Rapid Transit Railway Company, organized to build a road from a point in St. Louis City, at or near the intersection of Fifth and Walnut streets, westwardly to a point on the city limits at or near the northwest corner of Forest Park, with branches northwardly and southwardly, in all 20 miles of line; articles of association filed January 19th.

Clarksville & Southwestern Railway Company, organized to build a road from Clarksville in Pike county, southwardly, 40 miles, to Wellsville in Montgomery county; articles of association filed January 20th.

Missouri Midland Railroad Company, (organized Oct. 2, 1882). Increase of capital stock; certificate of proceedings filed January 20th.

Eureka Springs Railway Company, created by consolidation of the Missouri & Arkansas Railroad Company, (organized September 21st 1880) with the Eureka Springs Railway Company (of Arkansas); certificates of consolidation filed March 9th.

St. Louis Belt Railway Company, (created September 20th, 1882, by change of name from St. Louis, Carondelet & Forest Park Railroad Company, organized March 29th, 1881). Extension of line; certificate of proceedings filed March 17th.

Kansas City, Springfield & Memphis Railroad Company, created by consolidation of the Kansas City, Springfield & Memphis Railroad Company (organized Sept. 10, 1881,) with the Springfield & Memphis Railroad Co., (of Arkansas); articles of consolidation filed March 31st; certificate of ratification by both companies filed March 31st.

Missouri Midland Railroad Company (organized October 2nd, 1882). Gauge changed to standard gauge; certificate of proceedings filed April 6.

Mississippi, Mount Pleasant & Missouri Railway Company (of Iowa). Amended articles of association extending the line into Missouri to Kansas City; certificate filed April 10th.

Wabash, St. Louis & Pacific Railway Co. Lease of all its property in Missouri, Illinois, Indiana, Ohio and Michigan, to the St. Louis, Iron Mountain & Southern Railway Co. for 99 years; copy of lease filed April 28th.

Missouri Central Railroad Company, organized to build a road from Lexington via Waverly and Malta Bend to Marshall, 45 miles; articles of association filed May 14th.

Jackson Branch Railroad Company, organized to build a road from Alleville, on the St. L., I. M. & S. Railway in Cape Girardeau county, north-eastwardly via Jackson to a point on the Mississippi river in Perry county opposite to Grand Tower, in Illinois, about 30 miles; articles of association filed May 31st.

West End Narrow Gauge Railway Co. Extension of line from a point at or near Carsonville to Creve Cœur Lake; certificate of proceedings filed June 14th.

St. Louis, Creve Cœur & St. Charles Railway Company, organized to purchase the West End Narrow Gauge Railway and to extend the same from

Florissant to Musick's Ferry on the Missouri River, and to build a branch to Creve Cœur Lake and to the Missouri river opposite St. Charles; articles of association filed June 14th.

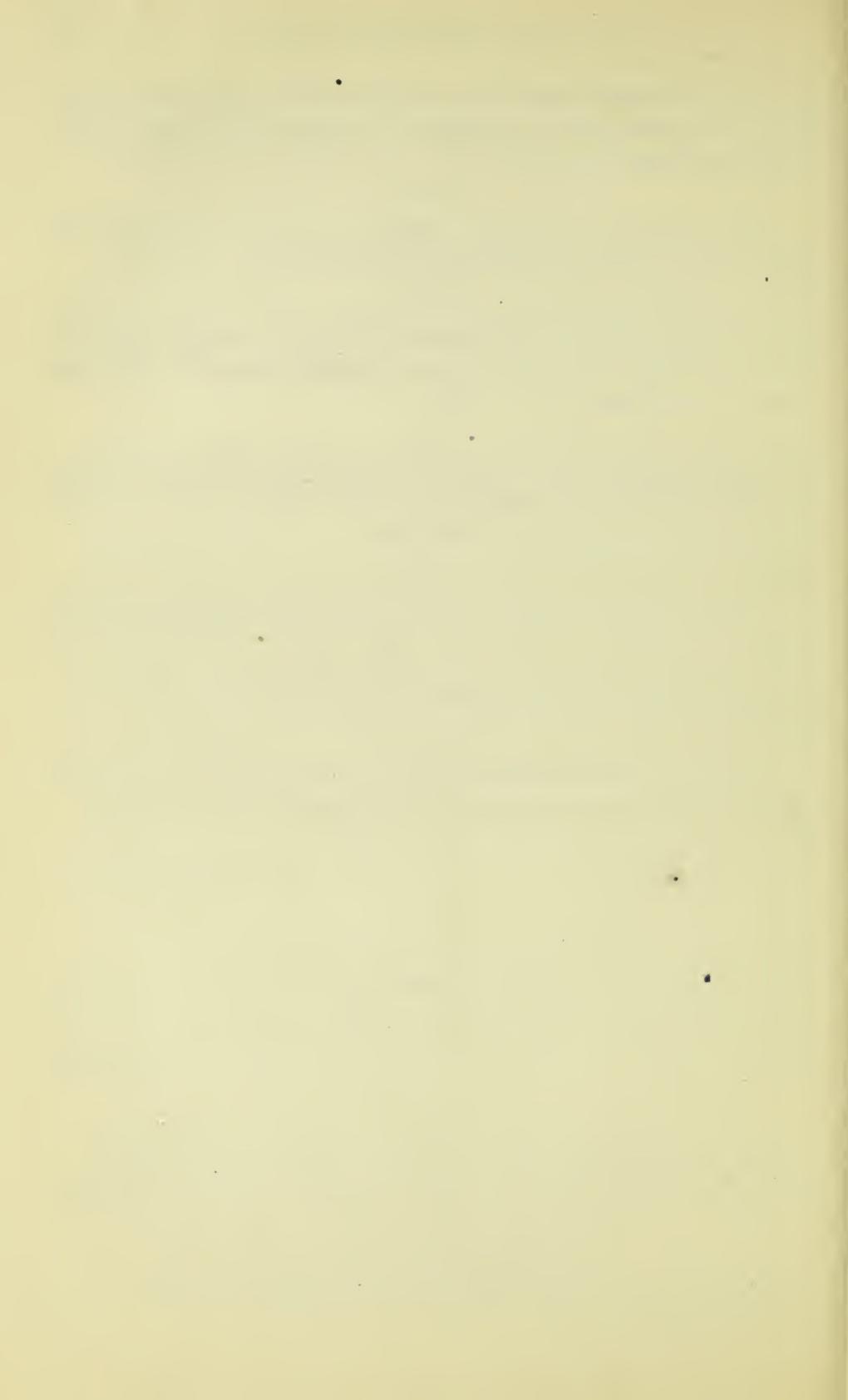
Central Railway of Missouri. Increase of number of Directors from five to seven; certificate of proceedings filed June 16th.

St. Louis & Central Missouri Railway Company, created by a change of name from Central Railway of Missouri (organized June 28th, 1881); certificate of proceedings filed June 16th.

Eureka Springs Railway Company, created as per certificate filed March 9th, 1883; approval of consolidation by both companies thus consolidated; certificates of proceedings filed October 27th.

Northern Railway Company, organized to build a road from junction of Ashland and Marcus Avenues in St. Louis City to a point between Coal Bank Road and Grand Avenue, with a branch to the town of Clayton, in all, 10 miles; articles of association filed December 8th.

Ozark Iron Mountain Railway Company (organized October 31st, 1881); shortening line of road; certificate of proceedings filed December 24th.



APPENDIX B.

ABSTRACT OF RETURNS FROM RAILROAD COMPANIES.

ABSTRACT

OF

RETURNS FROM RAILROAD COMPANIES.

ATCHISON, TOPEKA & SANTA FE RAILROAD COMPANY.

This company was organized in the State of Kansas and owns long lines in Kansas, Colorado and New Mexico. It also operates two lines extending into Missouri; one called the Kansas City, Topeka & Western, 67 miles long, of which 0.89 miles are in Missouri, the other, a branch to same, called Pleasant Hill & DeSoto, 44.89 miles long, of which 21.94 miles are in Missouri. The earnings, expenses and sidings given below are on this last named line.

GENERAL OFFICES AT TOPEKA, KANSAS.

OEFICERS.

W. B. Strong.....	President.....	Boston, Mass.
E. Wilder.....	Secretary and Ass't Treasurer.....	Topeka, Kan.
G. L. Goodwin.....	Treasurer and Ass't Secretary.....	Boston, Mass.

DIRECTORS.

W. B. Strong.....	Boston, Mass.
Alden Speare.....	Boston, Mass.
C. W. Pierce.....	Boston, Mass.
S. L. Thorndike.....	Boston, Mass.
A. W. Nickerson.....	Boston, Mass.
A. E. Touzalin.....	Boston, Mass.
G. R. Peck.....	Topeka, Kas.
C. C. Wheeler.....	Topeka, Kas.
D. L. Lakin	Topeka, Kas.

TRACK (IN MISSOURI.)

Kansas City Depot to State line.....	0.89 miles
Pleasant Hill to State line.....	21.94 "
Total single track.....	22.83 miles
Aggregate length of sidings.....	.86 "
Aggregate length of sidings and other tracks enumerated.....	23.69 "

EARNINGS.

Earnings for transportation of passengers during the year	\$5,380 25
Earnings for transportation of freight during the year.....	35,069 97
Earnings from other sources during the year.....	8,669 29
Total	\$49,119 51

48.88 per cent. is earned in Missouri.

EXPENSES.

Amount of expenses incurred in running and management mixed trains.....	\$14,326 65
Other expenses—General office salaries and expenses.....	706 .89
Legal Department salaries and expenses.....	216 .09
Insurance.....	33 .25
Amount expended for repairs (and renewals) including maintenance of way.....	12,352 65
Repairs and renewals of bridges.....	1,568 89
Ties	3,317 73
Amount expended for motive power.....	688 54
Amount expended for cars (all kinds).....	1,628 19
Amount expended for station houses.....	245 70
Amount expended for all other buildings and fixtures.....	1,336 55

Total in Kansas and Missouri..... \$36,421 13

TAXES.

Taxes paid in Missouri.....	\$3,369 05
State.....	\$652 14
Local.....	2,716 91

Expenditures charged to property account during the year—bridging	1,055 .76
Superstructure (ballast).....	6 .78
Fences.....	975 .70
Passenger and freight stations, wood sheds, water stations.....	3,442 .67
Tool house.....	104 .42
Section house.....	2,088 .06

Total \$7,673 .39

Description of lines operated in Missouri by the company:

Number of new ties put in in 1883.....	3,200
Miles of fencing at close of 1883.....	10 $\frac{3}{4}$
Miles of fencing built during 1883.....	1 $\frac{1}{4}$
Number of highway crossings at grade.....	20
Number of cattle guards.....	52
Number of stations on lines operated in Missouri.....	3
Number of combination truss bridges, 1—total length.....	119 feet
Number of wooden trestle or pile, 7—total length.....	371 "

KANSAS AND MISSOURI TONNAGE.

Total tonnage.....	45,922.6 tons
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MILEAGE, TRAFFIC, ETC.

Miles run by mixed and freight trains.....	28,050
Miles run by other trains (pay car).....	128
Total train miles run.....	28,178
Number of tons carried.....	45,922 6-10

CAPE GIRARDEAU SOUTHWESTERN RAILWAY COMPANY.

This company's road extends from Cape Girardeau southwesterly via Delta on the St. L., I. M. & S. R'y, and Lakeville to Idlewild in the northwestern part of Stoddard county, a distance of 40 miles.

GENERAL OFFICES AT CAPE GIRARDEAU.

DIRECTORS.

Louis Houck.....	Cape Girardeau.
Richard Carroll.....	Cape Girardeau.
L. J. Albert.....	Cape Girardeau.
S. S. Harris.....	Cape Girardeau.
Wm. Brown.....	St. Louis.

EXECUTIVE OFFICERS.

President and General Manager.....	Louis Houck.
Vice-President.....	Wm. Brown.
Secretary and Auditor.....	Thos. F. Wheeler.
Treasurer	Leon J. Albert.
Superintendent.....	W. A. Penny.

STOCK.

5,320 shares—par value \$100 each.....	\$532,000 00
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DEBT.

1st mortgage 6 per cent. (20 years from 1881) bonds.....	217,100 00
Accounts and bills payable.....	151,739 34

Total.....	\$368,839 34
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EARNINGS.

Total from passengers.....	10,747 68
Total from freight.....	19,041 78
Total from other sources.....	3,666 78

Total from all sources.....	\$33,456 24
Total per mile of road (40 miles).....	836 00

EXPENSES.

Total operating, maintenance, &c.....	\$27,135 77
Total per mile of road.....	678 00
Per cent. of earnings.....	81 $\frac{1}{10}$

ASSETS AND LIABILITIES.

Total cost of road.....	872,297 54
Total cost of equipment.....	27,577 54
Total cost of material on hand	7,425 00
Total sundry accounts, &c., due	12,706 55
 Total assets.....	 \$920,006 63
Capital stock.....	\$532,000 00
Total debt.....	368,839 34
 Total liabilities.....	 900,839 34
Balance net resources.....	\$19,167 29

TAXES.

Paid in 1883.....	549 85
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DESCRIPTION OF ROAD, ETC.

Miles of line Cape Girardeau to Idlewild.....	40
3 wooden bridges—total length in feet.....	233
Number of highway crossings at grade.....	6
Number of railway crossings, St. L., I. M. & S., at grade.....	1
Number of cattle guards.....	12

TONNAGE.

Number of tons of grain carried.....	492
Number of tons of live stock carried.....	541
Number of tons of other agricultural products carried.....	71
Number of tons of lumber, &c., carried.....	11,491
Number of tons of lime, cement, &c., carried.....	132
Number of tons of agricultural implements carried.....	145
Number of tons of brick and stone carried.....	157
Number of tons of railroad iron carried.....	1,484
Number of tons of all other articles carried.....	2,871

CHERRY VALLEY RAILROAD COMPANY.

OFFICERS.

B. W. Lewis.....	President.....	St. Louis.
T. T. Lewis.....	Secretary and Treasurer....	St. Louis.
E. T. Herndon	Superintendent	Cherry Valley Mines.

STOCK.

Amount of capital stock.....	\$60,000 00
Number of shares of stock.....	600
Par value thereof per share.....	\$100 00

DEBT—None.

TRACK.

Length of single track on main line.....	6 miles.
Aggregate length of sidings.....	.5 "

MOVEMENT OF FREIGHT.

Number of tons of through freight carried of 2,240 pounds	15,126
---	--------

EARNINGS.

From transportation of passengers.....	.....
From transportation of freight.....	3,025 20
From other sources.....	.....
Total.....	\$3,025 20

100 per cent. is earned in Missouri.

EXPENSES.

In running and management of freight trains.....	1,500 00
In repairs and renewals of bridges	326 00
In ties and iron (or steel)—878 ties.....	219 50
Amount expended for car (all kinds) repairs.....	250 00
Total.....	\$2,295 50

RATES—No passengers carried.

Cost of road, equipment and property:

Total cost of construction.....	29,973 26
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EQUIPMENT.

Locomotives.....	3
Freight and other cars.....	6
Total for equipment.....	9,000 00

TAXES.

Taxes paid in Missouri—total.....	374 11
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Description of lines operated in Missouri:

Miles of steel rail on lines operated at close of 1883.....	.75
Number of new ties put in on same during 1883.....	878
Number of highway crossings at grade.....	7
Number of cattle guards.....	3
Average number of men in section gangs, including foreman.....	3
Average number of miles of line to each gang.....	6.50
Number of stations on lines operated in Missonri.....	2

BRIDGES.

Wooden truss.....	1
Wooden trestle or pile.....	3
Total.....	4

TONNAGE—Classified.

Tons of iron ore.....	15,126
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MILEAGE, TRAFFIC, ETC.

Miles run by freight trains.....	1,200
Total train miles run.....	1,200
Number of tons carried.....	15,126
Total freight mileage, or tons carried one mile.....	90,756
Highest rate of freight per ton per mile for any distance.....	3½ cents.
Lowest rate of freight per ton per mile for any distance.....	3½ cents.
Average number of cars in freight trains.....	6
Number of persons regularly employed by company including officials.....	9
Number of persons regularly employed by company in Missouri.....	9

ROLLING STOCK.

Locomotives	3
All cars (ore cars).....	6
Number of locomotives equipped with train brakes	2
Persons killed or injured on line during the year 1883:	
Employes.....	1
Number of buildings erected during the year 1883:	
Engine houses.....	2

Proper address of the company, 210 North Third Street, St. Louis, Missouri.
Superintendent's address, Midland, Missouri.

The Cherry Valley Railroad is used almost exclusively to carry the ores of the Meramec Iron Mining Company, and all expenses are paid by said M. I. M. Co.

The road runs from Cherry Valley Mines to junction with St. Louis, Salem & Little Rock R. R. near Midland, Mo.—exact statistics have not been kept.

T. T. LEWIS,
Secretary and Treasurer.

CHICAGO AND ALTON RAILROAD COMPANY.

This company is organized in the State of Illinois and operates under lease two roads in Missouri, viz: The Louisiana and Missouri River Railroad, extending from Louisiana to Mexico, with its South Branch extending from Mexico to Cedar City, opposite Jefferson City; and also the Kansas City, St. Louis and Chicago Railroad extending from Mexico to Kansas City.

STOCK.

Amount of capital stock subscribed—	
Preferred stock.....	\$2,425,400 00
Common stock.....	12,506,400 00
Stock scrip.....	72 00
Total.....	\$14,931,872 00

STOCK--Continued.

Number of shares—

Preferred	\$24,254 00
Common.....	125,064 00
Par value thereof \$100 per share.	

Amount of stock paid in.....	14,931,872 00
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ASSETS AND LIABILITIES.

Amount of assets (in gross) including cost of property.....	30,094,649 24
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Amount of liabilities (in gross)	27,428,978 02
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OFFICERS.

T. B. Blackstone.....	President.....	Chicago, Ills.
James C. McMullin.....	Vice-President	Chicago, Ills.
Charles H. Foster.....	Secretary and Treasurer.....	Chicago, Ills.
Chauncey Kelsey.....	Auditor.....	Chicago, Ills.
Charles H. Chappell..	General Manager.....	Chicago, Ills.
H. H. Courtright.....	General Freight Agent.....	Chicago, Ills.
James Charlton.....	General Pass. and Ticket Agent..	Chicago, Ills.

DIRECTORS.

John F. Slater.....	Norwich, Conn.
Lorenzo Blackstone.....	Norwich, Conn.
Morris K. Jesup.....	New York, N. Y.
John J. Mitchell.....	St. Louis, Mo.
George Straub.....	Chicago, Ills.
James C. McMullin.....	Chicago, Ills.
John Crerar.....	Chicago, Ills.
T. B. Blackstone.....	Chicago, Ills.
John B. Drake.....	Chicago, Ills.

DEBT.

Amount of funded debt—

First mortgage 7 per cent. bonds, due January 1, 1893.....	\$2,383,000 00
Consolidated 6 per cent. sterling bonds, due July 1, 1903—£900,- 000, say.....	4,379,850 00
St. Louis, Jacksonville and Chicago Railroad bonds assumed in purchase of road from Roodhouse to Louisiana, first mort- gage 7 per cent., maturing April 1, 1894.....	564,000 00
Second mortgage 7 per cent., maturing July 1, 1898.....	188,000 00
Sinking fund 6 per cent. gold bonds, due May 1, 1903.....	2,732,000 00
Louisiana and Missouri River Railroad Company's first mort- gage 7 per cent. bonds, due August 1, 1900, assumed by company in settlement of accounts under contract for con- struction, dated July 5, A. D. 1870.....	439,100 00
Mississippi River Bridge Company's first mortgage sinking fund 6 per cent bonds, due October 1, 1912, assumed by our com- pany under terms of lease.....	692,000 00

Total amount of bonds.....	\$11,377,950 00
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DEBT—Continued.

Amount of floating debt—

For current operations and rentals not yet due.....	\$1,119,156 02
Total debt.....	\$12,497,106 02

VALUES (IN MISSOURI.)

Estimated value of road-bed, including iron (or steel) and bridges—

Kansas City, St. Louis and Chicago.....	\$1,331,236 95
Louisiana and Missouri River.....	429,744 90
Louisiana and Missouri River (South Branch).....	152,783 40

Estimated value of rolling stock—

Used on Kansas City, St. Louis and Chicago Railroad.....	270,727 04
Used on Louisiana and Missouri River Railroad.....	71,653 89
Used on Louisiana and Missouri River R. R. (South Branch).....	11,814 79

Estimated value of station buildings and fixtures—

Kansas City, St. Louis and Chicago.....	23,585 00
Louisiana and Missouri River.....	7,204 00
Louisiana and Missouri River (South Branch).....	1,680 00

Estimated value of other property on each line—

Kansas City, St. Louis and Chicago.....	2,300 00
Louisiana and Missouri River.....	600 00
Louisiana and Missouri River (South Branch).....	250 00

Total value in Missouri..... \$2,303,579 97

TRACK (IN MISSOURI.)

Length of single track on main line—

Louisiana to Mexico.....	51.286 miles
Mexico to Kansas City.....	162.723 "

Length of branches—

Mexico to Cedar City.....	49.559 miles
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Length of double track on main line—none.

Aggregate length of sidings..... 45.46 miles

Aggregate length of sidings and other tracks enumerated..... 309.028 miles

MOVEMENT OF FREIGHT.

Number of tons of through freight carried during the (calendar) year preceding the making of this statement.....

871,183

Number of tons of local freight carried during the same time.....

2,617,313

EARINGS.

From transportation of passengers.....	\$2,270,379 08
From transportation of freight.....	6,197,680 84
From other sources	342,550 46

Total \$8,810,610 38

27 587-1000 per cent is earned in Missouri.

EXPENSES.

Amount of expenses incurred during the year in running and management of passenger trains—estimated	\$388,995 23
In running and management of freight—estimated.....	1,057,986 39
In running and management of mixed trains—account not kept.....	
 Total	 \$1,446,981 62
 The expenses incurred in the running and management of the road for the year (other than in the running and management of trains) including the salaries of officers.....	 \$175,588 30
General officers and clerks.....	110,250 58
Amount expended for repairs (and renewals) including maintenance of way.....	749,677 26
Repairs and renewals of bridges.....	206,998 35
Ties and iron (or steel).....	247,126 60
Amount expended for motive power.....	349,190 79
Amount expended for cars (all kinds).....	656,524 23
Amount expended for station houses.....	54,041 91
Amount expended for all other buildings and fixtures.....	54,877 32
All other expenditures in the running and management of road, not included in any previous subdivision, including taxes.....	1,045,775 66
 Total.....	 \$5,097,032 62

EXPRESS COMPANIES.

What express companies run on the road?

The United States Express Company.

On what terms and conditions?

The railroad company agreeing to furnish transportation over its road to the express company for all freight of the character described which may be offered by the express company at either terminus of the road or at any intermediate station on the line thereof, and also for the messengers and safes of the express company, receiving therefor a compensation based upon the routes and weights named, making together a specified minimum; the express company to indemnify the railroad company against all damages by reason of personal injury to the express company's messengers.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

Blue Line, Midland Line and other similar lines.

Upon what terms?

The Chicago and Alton Railroad Company receives its pro rata of freight charges, based upon mileage.

Do the freight and transportation companies use the cars of the railroad company, or cars furnished by themselves?

Cars furnished by themselves, but without exclusive privileges or preferences.

What preference is given in speed or order of transportation to the freight or cars of such transportation companies?

No preference.

What running arrangements have the Chicago and Alton Railroad Company with other railroad companies?

Agreements of a general character with other railroad companies, for interchange of business and for pooling at competitive points.

LINES OPERATED BY THE CHICAGO AND ALTON RAILROAD COMPANY, STATING EACH SEPARATELY.

NAMES.	Owned or leased.	Total length.	Length in Mis- souri.	Double track.		Sidings.	
				Total.	In Mo.	Total.	In Mo.
From Chicago to Joliet.....	Leased.	37.20	None.	39.80	None.	23.47	None.
From Joliet to East St. Louis.....	Owned.	243.50	None.	20.48	None.	70.10	None.
From Joliet to Mazon River.....	Owned.	29.76	None.	None.	None.	10.17	None.
From Dwight to Washington, and branch to Lacon	Owned.	79.80	None.	None.	None.	7.16	None.
From Bloomington to Godfrey	Leased.	150.60	None.	None.	None.	15.55	None.
From Roodhouse to Louisiana.....	Owned.	38.10	None.	None.	None.	6.86	None.
From Louisiana to Mexico, and branch to Cedar City	Leased.	100.845	100.845	None.	None.	16.45	16.45
From Mexico to Kansas City.....	Leased.	162.723	162.723	None.	None.	29.01	29.01
From Godfrey to Milton.....	Owned.	7.40	None.	None.	None.	None.	None.

EARNINGS.

Total main and branch lines..... \$8,810,610 38

Earnings of main and branch lines in Missouri	Per mile of road.	Per pass. train mile.	Per frt. train mile.	Per train mile all trains.	Total.
L. & M. R. R.R.main line.	12,357.21				\$617,860 51
L.& M.R.R.R.south branch	1,023.77	Not kept.	Not kept.	Not kept.	52,007 62
K.C.,St.L.& C. R.R.....	10,835.18				1,760,716 73

EXPENSES.

Total expenses main and branch lines including taxes..... \$5,097,032 62

Expenses of main line and branches in Missouri not kept separately.

RENTS PAID IN MISSOURI.

Louisiana & Missouri River Railroad.....	229,643 74
Mississippi River Bridge.....	70,880 00
Kansas City, St. Louis & Chicago Railroad.....	339,798 00

TAXES

Taxes paid in Missouri..... 53,929 74

Description of lines operated in Missouri.

Miles of steel rail on lines operated in Mo. at close of year 1883....	214.19
Miles of steel rail on same laid during 1883.....	.77
Miles of new iron rail on same laid during 1883.....	
Miles of track on same ballasted at close of 1883.....	68.30
Miles of track on same ballasted during 1883.....	17.11
Number of new ties put in on same during 1883.....	65,996
Miles of fencing on same at close of 1883.....	497
Miles of fencing on same built during 1883.....	
Number of highway crossings at grade.....	248
Number of highway crossings under railroad.....	10
Number of highway crossings over railroad.....	6
Number of railroad crossings at grade	4
Number of railroad crossings over other railroads.....	1
Number of railroad crossings under other railroads.....	2
Number of cattle guards.....	432
Average number of men in section gangs, including foreman.....	5
Average number of miles to each gang.....	5
Number of stations on line operated in Missouri.....	55
Miles of track (main or branch lines) abandoned or taken up during the year.....	.037

BRIDGES.	Total number.	Total length.	Built during 1883.
Iron truss and iron girder.....	38	7,660	2
Wooden truss.....	8	1,379	.....
Wooden trestle or pile.....	118	8,964	2
Total.....	164	18,003	4

TONNAGE IN MISSOURI.

Tons of wheat.....	105,981
Tons of corn.....	171,948
Tons of other grain	11,228
Tons of cattle.....	90,560
Tons of hogs.....	55,940
Tons of other animals.....	7,380
Tons of other agricultural products.....	6,865
Tons of lumber and forest products.....	48,152
Tons of coal	13,392
Tons of plaster, lime and cement.....	4,465
Tons of steel and iron rails	
Tons of iron ore.....	14,593
Tons of zinc ore.....	
Tons of salt.....	13
Tons of iron, steel and castings.....	818
Tons of stone and brick.....	4,573
Tons of agricultural implements.....	570
Tons of general merchandise and articles not enumerated.....	114,731
Total.....	651,209

MILEAGE, TRAFFIC, ETC.

Average rate of fare per mile, for all passengers.....	.021 $\frac{1}{2}$
Average rate per ton per mile, for all freight.....	.01 $\frac{1}{2}$

ROLLING STOCK USED ON LINES IN MISSOURI.

Locomotives.....	53
Passenger cars.....	6
Dining cars.....	1
Chair cars.....	6
Mail, baggage and express cars.....	7
Box freight cars.....	597
Stock cars.....	176
Platform or flat cars.....	116
Way cars or cabooses.....	33
Wrecking car.....	1
Total freight cars, all kinds.....	922
Number of locomotives equipped with train brakes.....	19
Number of passenger cars equipped with train brakes.....	12
Number of passenger cars equipped with safety platform and coupling.....	12

Persons killed or injured on lines in Missouri, during the year 1883—	
Passengers killed.....	1
Passengers injured.....	5
Employes injured.....	12
Others killed.....	5
Others injured.....	6
Total killed.....	6
Total injured	23
Number of buildings erected in Missouri during the year 1883—	
Station houses, wood (at Glendale, McMullin and Rush Hill) ...	3
Section houses, wood (at Steinmetz, Mayview and Bates City) ..	3
Miles of telegraph line in Missouri operated on line of road	263.568

PROPER ADDRESS OF COMPANY.

Chicago & Alton Railroad Company, Chicago, Illinois.

LOUISIANA AND MISSOURI RIVER RAILROAD COMPANY, LEASED TO
THE CHICAGO AND ALTON.

STOCK.

Amount of capital stock subscribed—	
Common stock.....	\$2,272,700 00
Preferred stock	1,010,000 00
Guaranteed preferred stock.....	329,100 00
Total.....	\$3,611,800 00
Number of shares—	
Common.....	22,727
Preferred	10,100
Guaranteed-preferred	3,291
Par value thereof, \$100 per share—	
Amount of stock paid in	\$3,611,800 00
Amount of assets (in gross,) construction account.....	5,570,385 62
Amount of liabilities (in gross).....	5,535,320 09

OFFICERS.

R. P. Tansey.....	President.....	St. Louis, Mo.
W. H. Mitchell.....	Vice-President.....	Chicago, Ills.
C. H. Foster.....	Secretary, Treas. and Auditor..	Chicago, Ills.
F. A. Waun.....	Assistant Secretary.	St. Louis, Mo.

EXECUTIVE COMMITTEE.

W. H. Mitchell, George Straub and the President.

DIRECTORS.

John Crerar.....	Chicago, Ills.
J. J. Mitchell.....	St. Louis, Mo.
Geo. Straub.....	Chicago, Ills.
R. P. Tansey.....	St. Louis, Mo.
H. V. P., Block.....	Louisiana, Mo.
W. H. Mitchell.....	Chicago, Ills.
R. P. Williams.....	Marshall, Mo.

DEBT.

First mortgage bonds.....	\$1,345,000 00
Second mortgage bonds.....	300,000 00
Amount of floating debt, bills payable.....	278,520 09
Total debt.....	\$1,923,520 09

VALUES.

Total value of all property (no rolling stock).....	\$5,570,385 62
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TRACK.

Length of single track on main line— Louisiana to Mexico.....	51 miles
Length of branches— South Branch (Mexico to Cedar City), all single track.....	49.571 miles
Aggregate length of sidings.....	16.123 miles
Aggregate length of sidings and other tracks enumerated	116.694 miles

EARNINGS.

Gross earnings January 1 to December 31, 1883.....	\$669,868 13
Less taxes.....	13,743 17
	\$656,124 96
Rental 35 per cent. on \$656,124.96, is.....	229,643 74
Total earnings 1883.....	229,643 74

EXPENSES.

Salary of Registrar in New York.....	500 00
Salary of Secretary.....	600 00
Interest on bills payable.....	21,992 20
Incidentals	175 85

(All other expenses paid by lessee.)

EXPRESS COMPANIES.

What express companies run on the road?

United States Express Company.

On what terms and conditions?

Arrangement with Lessee.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

Chicago and Alton Railroad Company.

Upon what terms?

Lessee.

Do the freight and transportation companies use the cars of the railroad company or cars furnished by themselves?

This company owns no cars.

What running arrangements have the Louisiana and Missouri River Company with other railroad companies?

On the first day of August, 1870, the road of this company was leased to the Chicago and Alton Railroad Company in perpetuity, reserving an annual rent of thirty-five per cent. of the gross earnings after deducting taxes and assessments, with the stipulation on the part of the Chicago and Alton Railroad Company that the minimum rental should never be less than \$1,370 per mile per annum.

Lines in operation.	Owned or leased.	Total length.	Length in Missouri.	Sidings.	
				Total.	In Mo.
From Mexico to Louisiana	Owned	51	51	13	13 miles
From Mexico to Cedar City.....	Owned	49.571	49.571	3.123	3.123

EARNINGS.

Total main and branch lines, as per report of Lessee.....	\$669,868 13
Earnings of main and branch lines in Mo., stating each separately—	
Louisiana to Mexico, per mile of road.....	\$12,114 92
Total.....	617,860 51
Mexico to Cedar City, per mile of road.....	1,049 15
Total.....	52,007 62

EXPENSES.

Not kept by this company.

GENERAL BALANCE SHEET.

At closing of accounts, Dec. 31, 1883—

DR.	
Cost of road.....	\$5,570,385 62
Cash—Cash assets and other items, specifying same—	
Chicago and Alton Railroad Company, first mortgage bonds assumed by that company.....	439,100 00
Total	\$6,009,485 62

CR.	
Capital stock.....	\$3,282,700 00
Funded debt, including \$329,100 guaranteed-preferred stock.....	1,915,100 00
Bills payable.....	278,520 09
First mortgage bonds, special account.....	59,000 00
Chicago and Alton Railroad Company, first mortgage bond acc't.....	440,000 00
Income account.....	34,165 53
Total.....	\$6,009,485 62
NET INCOME, DIVIDENDS, ETC.	
Total net income.....	\$229,643 74
Percentage of same to capital stock and net debt.....	4 ¹ ₀ ⁴ ₀
Percentage of same to total property and assets.....	4 ¹ ₀ ² ₀
Interest accrued during the year—	
On funded debt.....	\$138,250 00
On other debt.....	21,992 20
Total	\$160,242 20
Balance for the year, or surplus.....	\$68,125 69
Surplus at commencement of the year—debit balance.....	33,960 16
Surplus at commencement of the year as changed by aforesaid entries—debit balance.....	33,960 16
Total surplus, December 31, 1883.....	34,165 53

State actual amount per share, paid in cash, or its equivalent, on the different classes of stock of lines owned by this company?

\$100 per share.

State actual market value per share of the different classes of stock of lines owned by this company January 1, 1884?

Unknown.

State per cent. of face value of bonds of the lines owned by the Louisiana and Missouri River Railroad Company actually received by the company in cash, or its equivalent?

100 per cent.

State actual market value of the bonds of the line owned by the Louisiana and Missouri River Railroad Company January 1, 1884?

Unknown.

Cost of road, equipment and property?

Have no knowledge of this in detail.

Equipments?

None.

Total for property acquired, etc.....	\$5,570,385 62
Whole amount of permanent investment, construction account—	
Property in Missouri.....	5,570,385 62
Amount of supplies and material on hand.....	
Cash and cash assets.....	
Total property and assets of company, construction account.....	5,570,385 62

TAXES.

Taxes paid in Missouri.....	13,743 17
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DESCRIPTION OF LINES OPERATED IN MISSOURI.

Miles of steel rail on lines operated in Missouri at close of year 1883.	52. ¹²⁴⁶ ₅₂₈₀
Miles of steel rail on same laid during 1883, (³⁵⁷² / ₅₂₈₀ miles of steel relaid, and ¹⁰⁶⁶ / ₅₂₈₀ miles of steel laid in place of iron.)	1. ²³⁵⁹ ₅₂₈₀
Miles of new iron rail on same laid during 1883.	.....
Miles of track on same ballasted at close of 1883.	13. ³⁶⁶⁵ ₅₂₈₀
Number of new ties put in on same during 1883.	36,423
Miles of fencing on same at close of 1883.	127
Miles of fencing on same built during 1883.	.....
Number of highway crossings at grade.	80
Number of highway crossings under railroad.	4
Number of highway crossings over railroad.	3
Number of railroad crossings at grade.	2
Number of cattle guards.	157
Average number of men in section gangs, including foreman.	5 ¹ ₂
Average number of miles of line to each gang.	8
Number of stations on lines operated in Missouri.	21

Bridges.	Total number.	Total lenght.	Built during 1883.
Iron truss.	1	150 ft. 10 in.	..
Iron girder.	4	422 ft. 9 in.	3
Combination truss.	1	36 ft. 0 in.	..
Wooden truss.	6	1,252 ft. 0 in.	..
Wooden trestle or pile.	86	8,276 ft. 0 in.	..
Totals.	98	10,137 ft. 7 in.	3

Number of persons regularly employed by company—one.

ROLLING STOCK.

This company has no equipment.

Number of buildings erected in Missouri during the year 1883, by the Louisiana & Missouri River Railroad Company—one wooden station house at Rush Hill.

PROPER ADDRESS OF COMPANY.

The Louisiana & Missouri River Railroad Company, General Offices, Corner Third & Chestnut Streets, St. Louis, Mo.

KANSAS CITY, ST. LOUIS AND CHICAGO RAILROAD COMPANY.

STOCK.

Amount of capital stock subscribed—

Preferred shares.....	\$1,750,000 00
Common shares.....	271,600 00
Total.....	\$2,021,600 00

Number of shares—

Preferred	17,500
Common.....	2,716

Par value thereof \$100.00.

List of stockholders filed with the report.

Amount of stock paid in.....	2,021,600 00
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ASSETS AND LIABILITIES.

Amount of assets—(no assets except railroad).

Amount of liabilities, first mortgage bonds.....	3,000,000 00
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OFFICERS.

John J. Mitchell.....	President.....	St. Louis, Mo.
H. W. Phelps.....	Secretary and Treasurer.....	St. Louis, Mo.

DIRECTORS.

John J. Mitchell.....	St. Louis, Mo.
John M. Woodson.....	St. Louis, Mo.
R. P. Tansey.....	St. Louis, Mo.
Thos. Shackelford.....	Glasgow, Mo.
P. H. Rea.....	Marshall, Mo.
H. J. Higgins.....	Higginsville, Mo.
G. M. Shelley.....	Kansas City, Mo.
George Straub.....	Chicago, Ill.
W. H. Mitchell.....	Chicago, Ill.

DEBT.

Amount of funded debt—

First mortgage bonds.....	3,000,000 00
No floating debt.	

TRACK—(in Missouri.)

Length of single track on main line.....	162.62 miles.
Aggregate length of sidings	29.01 miles.

BALANCE SHEET.

DR.

Cost of road..... \$5,021,600 00

CR.

Capital stock..... 2,021,600 00

Funded debt..... 3,000,000 00

Total..... \$5,021,600 00

NET INCOME, DIVIDENDS, ETC.

Total net income.....	375,601 88
Interest accrued during the year on funded debt.....	210,000 00
Dividend declared, 6 and 7 per cent. for the year.....	123,998 00
Date of last dividend declared, Nov. 1st.	
Deduct salaries of general officers..... \$ 5,800 00	
Taxes paid	34,297 32
	40,097 32

Net income is the rental received from the Chicago and Alton Railroad Company, and is taken up by interest, dividends, expenses and taxes paid.

State actual amount per share, paid in, in cash or its equivalent, on the different classes of stock of lines owned by the company?

All stock paid in full at par.

State per cent. of face value of bonds of the lines owned by the company, actually received by company, in cash or its equivalent?

All bonds sold at par.

Cost of road, equipment and property?

The cost of the railroad of this company is \$5,021,600.00.

This company has no rolling stock or other property.

Description of lines operated in Missouri :

The road is operated and maintained by the Chicago and Alton Railroad Company.

Number of railroad crossings at grade.....	2
Number of railroad crossings over other railroads.....	1
Number of railroad crossings under other railroads.....	1
Number of stations on lines operated in Missouri.....	33

PROPER ADDRESS OF THE COMPANY.

Kansas City, St. Louis & Chicago Railroad Company, St. Louis, Mo.

CHICAGO, BURLINGTON AND KANSAS CITY RAILWAY COMPANY.

This is an Iowa company and was formerly known as the Burlington and Southwestern. It operates a line of road extending from Burlington, Iowa, entering the State of Missouri on the north boundary of Putnam county, and passing through Unionville, its county town, Milan, the county seat of Sullivan county, Linneus, of Linn county, Laclede on the Hannibal and St. Joseph Railroad, to Sumner on the Omaha branch of the Wabash in northwestern part of Chariton county, 191.50 miles from Burlington, of which 74.53 miles are in Missouri. The line is being extended southwest in the direction of Bogard's Mound, Carroll county. It is under control of the Chicago, Burlington and Quincy Railroad Company.

General Superintendent's office at Keokuk, Iowa.

STOCK.

Amount of capital stock subscribed.....	\$8,000,000 00
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ASSETS AND LIABILITIES.

Amount of assets (in gross).....	8,414,516 80
Amount of liabilities (in gross).....	8,402,020 62

OFFICERS.

W. W. Baldwin.....	President.....	Burlington, Iowa.
T. J. Potter.....	Vice-President	Chicago, Illinois.
J. C. Peasley	Treasurer.....	Chicago, Illinois.
J. L. Lathrop.....	Auditor.....	Chicago, Illinois.
T. S. Howland	Secretary	Burlington, Iowa.
Howard Elliott.....	Asst. Treasurer and Asst. Auditor..	Keokuk, Iowa.
R. Law.....	General Superintendent.....	Keokuk, Iowa.

DIRECTORS.

E. D. Rand.....	Burlington, Iowa.
J. W. Blythe.....	Burlington, Iowa.
H. B. Scott.....	Burlington, Iowa.
T. S. Howland.....	Burlington, Iowa.
Lyman Cook.....	Burlington, Iowa.
H. B. Ransom	Burlington, Iowa.
W. W. Baldwin.....	Burlington, Iowa.
C. P. Squires	Burlington, Iowa.
W. D. Eaton.....	Burlington, Iowa.

DEBT.

Amount of floating debt.....	\$402,020 62
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VALUES (in Missouri).

Estimated value of road-bed, including iron (or steel) and bridges..	\$187,500 00
Estimated value of rolling stock.....	12,304 50
Estimated value of station buildings and fixtures, depots, tanks, turn-table and engine-house	1,191 00
Total value in Missouri, estimated.....	\$200,995 50

TRACK (in Missouri).

Length of single track on main line	74.53 miles.
Aggregate length of sidings	3.44 "
Aggregate length of sidings and other track enumerated.....	77.97 "

MOVEMENT OF FREIGHT.

Number of tons of through freight carried during the (calendar) year.	75,039
Number of tons of local freight carried during the same year.....	24,010

EARNINGS.

From transportation of passengers during the year	\$ 59,764 82
From transportation of freight during the year.....	162,788 71
From other sources.....	225,667 12
Total.....	\$248,220 65

39.1 per cent. is earned in Missouri.

EXPENSES.

Amount of expenses, total train service	15,997 13
General expenses, including salaries.....	14,997 98
All other operating expenses not included in sub-divisions below ..	42,108 76
Amount expended for repairs (and renewals) including maintenance of way.....	62,512 73
Repairs and renewals of bridges.....	12,724 96
Amount expended for motive power.....	63,312 10
Amount expended for cars—repairs and mileage.....	25,469 43
Amount expended for station houses and other buildings.....	1,800 30
Total.....	\$238,923 39

EXPRESS COMPANIES.

What express companies run on the road?

American Express Company.

On what terms and conditions?

One and one-quarter first-class freight rates on all freight but butter and eggs—
first-class rate on this freight.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

The C. B. & K. C. haul in their trains the cars of the different fast freight lines
and car trust companies.

Do the freight and transportation companies run the cars of the railroad com-
pany or cars furnished by themselves?

Their own cars.

What preference is given in speed or order of transportation to the freight or cars of such transportation companies?

No preference given.

What running arrangements have the C. B. & K. C. R'y. Co. with other railroad companies?

Use the track of the W., St. L. & P. R'y between Bloomfield and Moulton, Iowa, 14.11 miles, for which \$12,000.00 per annum is paid, and the Wabash maintains track.

Use track of C. B. & Q. R'y, between Burlington and Viele, Iowa, 25 miles. Pay the C. B. & Q. R'y 40 per cent. of all joint earnings and they maintain track.

EARNINGS.

Total main and branch lines in Iowa and Missouri	\$248,220 65
On main and branch lines in Missouri, per mile of road	\$ 1,294 05
On main and branch lines in Missouri, per passenger train mile in cents.....	63.73
On main and branch lines in Missouri, per freight train mile in cents.	98.56
On main and branch lines in Missouri, per train mile, all trains, in cents.....	86.77
Total in Missouri	97,054 27

EXPENSES.

Total expenses main and branch lines in Iowa and Missouri.....	238,923 39
Amount paid other companies as rent for use of road, bridges or equipment, specifying each company with amount and basis on which rent is computed—	
W., St. L. & P. R'y for rent of track in Iowa (per annum..)	12,000 00
Paid other lines for use of cars in excess of amounts received for use of our cars.....	11,665 30
For use of engines at \$8.00 and \$6.00 per day.....	2,959 66

GENERAL BALANCE SHEET.

At closing of accounts, December 31, 1883—

DR.

Cost of road.....	8,240,340 38
Cost of equipment.....	109,894 56
Supplies and material.....	9,306 88
Cash, cash assets, etc.....	31,422 49
Other items	23,552 49

Total..... \$8,414,516 80

CR.

Capital stock.....	\$8,000,000 00
Amounts due Tr. C. B. & Q. R'y.....	325,666 49
Income account.....	10,249 48
Profit and loss.....	2,246 70
Other items.....	76,354 13

Total..... \$8,414,516 80

NET INCOME, DIVIDENDS, ETC.

Total net income.....	12,760 16
Surplus at commencement of the year.....	10,249 48
Total surplus December 31, 1883.....	
Total cost of construction, as entered in account.....	8,240,340 38

EQUIPMENTS.

Locomotives, number, 9.....	56,894 55
Passenger, mail and baggage cars, number, 6.....	13,500 00
Freight and other cars, number, 108.....	39,500 00
Total equipments, as entered in accounts.....	\$109,894 56
Amount of supplies and material on hand.....	9,306 88
Cash and cash assets.....	31,422 49
Other items.....	23,552 49
Total property and assets of company.....	\$8,414,516 80

TAXES.

Taxes paid in Missouri.....	7,568 77
Expenditures charged to property account--	
Grading and masonry.....	40,638 76
Bridging	14,574 89
Superstructure, including rails.....	8,823 11
Land, land damages and fences.....	12,052 51
Passenger and freight stations, wood sheds and water stations..	457 75
Engineering, agencies, salaries and other expenses during con- struction.....	3,981 52
Miscellaneous.....	2,222 73
Crossing Des Moines River Bridge and others.....	5,102 10
Total.....	\$87,853 37
Property sold and credited property account during the year—	
1 truss bridge sold.....	2,152 50
Net addition to property account for the year.....	\$85,700 87

Description of lines operated in Missouri—

Miles of steel rail on lines operated in Missouri at close of 1883..	4.49
Number of new ties put in on same during 1883.....	26,567
Miles of fencing on same at close of 1883.....	67.69
Miles of fencing on same built during 1883.....	10.68
Number of highway crossings at grade.....	52
Number of highway crossings under railroad.....	1
Number of railroad crossings at grade.....	3
Number of cattle guards.....	137
Average number of men in section gangs including foreman.....	3.6
Average number of miles of line to each gang.....	.6
Number of stations on lines operated in Missouri.....	14

BRIDGES.

Wooden girder, 14; total length, 2,348 ft.6 inches; built in 1883, 2.
 Wooden trussle or pile, 138; total length, 13,012 feet.

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	120,899
Rate of speed of express passenger trains (including stops), miles per hour.....	21
Miles run by freight trains	165,171
Rate of speed of freight trains, including stops, miles per hour.....	8.8
Miles run by other trains, construction.....	3,390
Total train miles run.....	289,460
Total number of passengers carried.....	97,922
Total passenger mileage, or passengers carried one mile.....	2,585,098
Number of tons carried.....	99,051

MILEAGE, TRAFFIC, ETC.—Continued.

Highest rate of fare per mile, for any distance.....	3 cents.
Lowest rate of fare per mile, for any distance.....	2 "
Average rate of fare per mile (local).....	3 "
Average rate per mile, all passengers.....	2 $\frac{57}{100}$ cts.
Highest rate of freight per ton per mile, any distance.....	25 cents.
Lowest rate of freight per ton per mile, any distance.....	1 $\frac{1}{2}$ "
Average rate of local freight per ton per mile.....	13 $\frac{3}{8}$ cts.
Number of cars in passenger trains, including baggage cars.....	2.3
Average number of cars in freight trains.....	19.3
Number of persons regularly employed by company including officials,	334
Average number of persons regularly employed by company in Missouri.....	196
Number of persons regularly employed in superintendence and repair of bridges.....	30

ROLLING STOCK.

Locomotives	9
Passenger cars.....	3
Mail, baggage and express cars.....	3
Box freight cars.....	50
Platform or flat cars and coal cars.....	54
Way cars or cabooses.....	4
Number of passenger cars equipped with air brakes.....	3
Number of passenger cars equipped with safety platform and couplings.....	3
Persons killed or injured on lines in Missouri—	
Injured, passengers	5
Injured, employes.....	8
Injured, others	2
Total.....	15
Miles of telegraph line owned by Western Union Telegraph Company on line of this road.....	73
Miles of telegraph line in Missouri operated on line of this company.....	73

PROPER ADDRESS OF THE COMPANY.

Chicago, Burlington & Kansas City Railway Company, Keokuk, Iowa.

CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY.

This company was organized in the State of Illinois. It operates in Missouri a line known as the Leon, Mount Ayr & Southwestern, extending from Leon, Iowa, to Grant City, Missouri; and a branch of same from Bethany Junction, Iowa, to Albany, Missouri. It also operates a line known as the Brownsville and Nodaway Valley, extending from Clarinda Junction, Iowa, to Burlington Junction, Missouri, on Omaha Division of Wabash line. This company is also said to have a controlling interest in the Kansas City, St. Joseph & Council Bluffs, the St. Joseph & Des

Moines, the Chicago, Burlington & Kansas City, the St. Louis, Keokuk & North-western, the St. Louis, Hannibal & Keokuk and the Hannibal & St. Joseph.

GENERAL OFFICES AT CHICAGO, ILLINOIS.

LEON, MT. AYR AND SOUTHWESTERN RAILROAD COMPANY,
(Chicago, Burlington and Quincy Railroad Company, Lessees.)

STOCK.	
Amount of capital stock subscribed.....	\$2,515,400 00
Amount of stock paid in.....	2,515,400 00
ASSETS AND LIABILITIES.	
Amount of assets, cost of road.....	4,269,257 59
Amount of liabilities, stock and debt.....	4,269,257 59

OFFICERS.

J. T. Remey.....	President.....	Burlington, Ia.
T. S. Howland	Secretary and Treasurer.....	Burlington, Ia.
H. B. Scott.....	Director.....	Burlington, Ia.
Lyman Cook.....	Director.....	Burlington, Ia.
J. W. Blythe.....	Director.....	Burlington, Ia.
*T. J. Potter.....	General Manager	Chicago, Ills.
H. B. Stone.....	Assistant General Manager.....	Chicago, Ills.
E. P. Ripley.....	General Freight Agent.....	Chicago, Ills.
P. Lowell.....	General Passenger Agent.....	Chicago, Ills.

*These are the operating officers of the Chicago, Burlington and Quincy Railroad Company.

DEBT.	
Bonds due September 1, 1883, 8 per cent.....	\$564,000 00
Bonds due September 1, 1920, 7 per cent.....	1,112,000 00
Total	\$1,676,000 00
Amount of floating debt due Chicago, Burlington and Quincy R. R.	77,857 59
Total debt.....	\$1,753,857 59

VALUES.

Estimated value of road-bed, including iron (or steel) and bridges—	
State line to Grant City.....	\$16,625 00
State line to Albany.....	107,255 00
Total.....	\$123,880 00

Estimated value of station buildings and fixtures—		
State line to Grant City.....	\$1,135 00	
State line to Albany.....	3,790 00	
		4,925 00
Total value in Missouri.....		\$128,805 00
TRACK (in Missouri.)		
Leon, Iowa, to Grant City 57.69, miles in Missouri.....	6.650	
Bethany Junction, Iowa, to Albany 46.243, miles in Missouri.....	42.902	
Total in Missouri.....	49.552	
Aggregate length of sidings, State line to Grant City.....	0.687	
Aggregate length of sidings, State line to Albany.....	2.69	
Total.....	3.377	
Aggregate length of sidings and other tracks enumerated.....	52.929	
EARNINGS.		
From transportation of passengers.....	\$50,532 20	
From transportation of freight	78,268 94	
From other sources.....	10,038 63	
Total.....	\$138,839 77	
Of the above 47.7 per cent. is earned in Missouri.		
EXPENSES.		
Amount of expenses incurred during the year in running and management of trains.....	\$40,765 55	
Expenses incurred in the running and management of the road for the year.....		
General expenses including officers, salaries.....	16,671 19	
Amount expended for repairs, ties and iron.....	4,276 76	
Repairs and renewals of bridges.....	64,214 17	
Amount expended for motive power.....	18,497 52	
Amount expended for cars.....	15,161 73	
Amount expended for station houses.....	9,468 54	
All other expenditures in the running and management of road.....	3,395 93	
Total on whole line.....	4,132 37	
EXPRESS COMPANIES.		
What express companies run on the road?		
American Express Company.		
On what terms and conditions?		
The express company collects all of its own express matter and freight with charges for the same, and has its own train and town agents.		
What freight and transportation companies run on the road?		
None.		

What express companies run on the road?

American Express Company.

On what terms and conditions?

The express company collects all of its own express matter and freight with charges for the same, and has its own train and town agents.

What freight and transportation companies run on the road?

None.

Lines operated by the company—	
From Leon, Iowa, to Grant City, owned.....	57.690 miles
In Missouri.....	6.650 "
From Bethany Junction, Iowa, to Albany, Missouri.....	46.243 "
In Missouri.....	42.902 "
Total sidings.....	3.377 "
Earnings per mile of road.....	\$1,335 86
Earnings per train mile, all trains.....	0.743
Expenses per mile of road.....	\$1,699 01
Expenses per train mile, all trains.....	0.945
Expenses per cent. of earnings.....	119
Amount paid other companies as rent for use of road, bridges or equipment—	
Paid Chicago, Burlington and Quincy Railroad for rent of rolling stock in addition to above.....	\$8,338 32
GENERAL BALANCE SHEET,	
At closing of accounts Dec. 31, 1883.	
DR.	
Cost of road-bed, stock and bonds.....	\$4,191,400 00
Additional construction by Chicago, Burlington and Quincy R. R.....	77,857 59
Total	\$4,269,257 59
CR.	
Capital stock.....	\$2,515,400 00
Funded debt.....	1,676,000 00
Other debts.....	77,857 59
Total	\$4,269,257 59
NET INCOME, DIVIDENDS, ETC.	
Deficit in operating expenses, including rental.....	\$46,082 31
Percentage of same to capital stock and net debt.....	1 per cent.
Percentage of same to total property and assets.....	1 per cent.
Interest accrued during the year—	
On funded debt.....	\$122,960 00
Total for property acquired, as per construction.....	4,269,257 59
TAXES.	
Taxes paid in Missouri.....	2,388 46
Expenditures charged to property account:	
Land, land damages and fences, whole line.....	18,074 20
Net addition to property account for the year.....	18,074 20
Description of lines operated in Missouri:	
Miles of steel rail on lines operated in Missouri at close of year....	
1883, State line to Albany.....	25.356
Number of new ties put in during 1883, State line to Albany.....	44
Number of new ties put in during 1883, State line to Grant City.....	50
Miles of fencing on same at close of 1883, State line to Albany.....	50.559
Miles of fencing on same at close of 1883, State line to Grant City.....	7.091
Miles of fencing on same built during 1883, State line to Albany....	15.074
Miles of fencing on same built during 1883, State line to Grant City....	5.151

Number of highway crossings at grade, State line to Albany.....	43
Number of highway crossings at grade, State line to Grant City.....	9
Number of highway crossings under railroad, from State line to Albany.....	5
Number of highway crossings under railroad, from State line to Grant City.....	5
Number of highway crossings over railroad, from State line to Albany.....	4
Number of cattle guards, State line to Albany.....	61
Number of cattle guards, State line to Grant City.....	33
Average number of men in section gangs, including foreman, both lines.....	4
Average number of miles of line to each gang, both lines.....	5.6
Number of stations on lines operated in Missouri, from State line to Grant City.....	1
Number of stations on lines operated in Missouri, from State line to Albany.....	7

BRIDGES.

Wooden truss, number 3; total length.....	253 feet
Wooden trestle or pile, number 33; total length.....	5,885 "
Timber box culverts, 19.	
All on State line to Albany.	

TONNAGE, MISSOURI.

Total tons	33,431
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MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	95,536
Rate of speed of express passenger trains, including stops.....	22 miles
Rate of speed of accommodation trains, including stops	22 "
Miles run by freight trains.....	68,404
Rate of speed of express freight trains, including stops.....	10 miles
Rate of speed accommodation freight trains, including stops.....	10 "
Miles run by other trains, mixed passenger and freight.....	22,888
Total train miles run.....	186,828
Total number of passengers carried.....	77,888
Total passenger mileage, or passengers carried one mile.....	1,586,403
Number of tons carried.....	33,431
Total freight mileage, or tons carried one mile.....	4,515,723
Highest rate of fare per mile, for any distance.....	3 cents
Average rate of fare per mile, for all passengers.....	2.87 "
Average per ton per mile, for all freight.....	1.733 "
Average number of cars in passenger trains, including baggage cars.....	3
Average number of cars in freight trains.....	14
Number of persons regularly employed by company, including officials, in Missouri, State line to Grant City.....	7
Number of persons regularly employed by company, including officials, in Missouri, State line to Albany.....	25
Number of persons regularly employed in superintendance and repair of bridges.....	3
Miles of telegraph line in Missouri owned by company.....	49.552
Miles of telegraph line in Missouri operated by company.....	49.552

BROWNVILLE AND NODAWAY VALLEY RAILROAD COMPANY,
 (Chicago, Burlington and Quincy Railroad Lessees.)

STOCK.

Amount of capital stock subscribed.....	\$543,200 00
Number of shares, 5,432.	
Par value thereof, \$100 per share.....	543,200 00
Amount of stock paid in.....	543,200 00

ASSETS AND LIABILITIES.

Amount of assets, cost of road.....	955,938 23
Amount of liabilities.....	955,938 23

OFFICERS.

E. D. Rand.....	President.....	Burlington, Ia.
T. S. Howland.....	Secretary and Treasurer.....	Burlington, Ia.
J. T. Remey.....	Director.....	Burlington, Ia.
Lyman Cook.....	Director.....	Burlington, Ia.
J. W. Blythe.....	Director.....	Burlington, Ia.
H. B. Scott.....	Director.....	Burlington, Ia.
C. P. Squires.....	Director.....	Burlington, Ia.
W. P. Hepburn.....	Director.....	Clarinda, Ia.
W. W. Baldwin.....	Director.....	Burlington, Ia.
*General Manager.....	T. J. Potter.....	Chicago, Ills.
Assistant General Manager.....	H. B. Stone.....	Chicago, Ills.
General Freight Agent.....	E. P. Ripley.....	Chicago, Ills.
General Passenger Agent.....	P. Lowell.....	Chicago, Ills.

* These gentlemen are the operating officers of the Chicago, Burlington and Quincy Railroad Company.

DEBT.

Amount of funded debt—	
First mortgage bonds dated August 1, 1879, having 40 years to run and drawing interest at 8 per cent., payable semi-annually on the first day of August and February.....	\$300,000 00

Amount of floating debt—	
Due Chicago, Burlington and Quincy Railroad.....	112,738 23
Total.....	\$412,738 23

VALUES (in Missouri.)

Estimated value of road-bed, including iron (or steel) and bridges.	\$24,405 00
Estimated value of station buildings and fixtures.....	1,320 00
The Wabash, St. Louis and Pacific owns half the passenger and freight depots at Burlington Junction.	
Total value in Missouri.....	\$25,725 00

TRACK (in Missouri.)

Length of single track on main line.....	9.762 miles.
Aggregate length of sidings.....	1.050 "
Aggregate length of sidings and other tracks enumerated.....	10.812 "
The length of road from Clarinda Junction, Iowa, to Burlington Junction, Missouri, is.....	34.990 "

EARNINGS.

From transportation of passengers.....	\$9,226 60
From transportation of freight.....	41,060 28
From other sources.....	3,424 06
Total.....	\$53,710 94

Of the above 27 per cent. is earned in Missouri.

EXPENSES.

Amount of expenses incurred in running and management all trains.	\$8,836 92
Expenses incurred in the running and management of the road for the year.....	7,051 72
General expenses, including salaries.....	1,650 60
Amount expended for repairs, including rails and ties.....	14,666 59
Repairs and renewals of bridges.....	980 18
Amount expended for motive power.....	2,208 98
Amount expended for cars.....	3,345 98
Amount expended for station houses.....	356 37

Total on whole line.....	\$39,097 34
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EXPRESS COMPANIES.

What express companies run on the road?

American Express Company.

On what terms and conditions?

The express company does the usual express and freight business, collecting and caring for its own freight, and having its own agents.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

None.

Lines operated by the company—

From Clarinda Junction, Iowa, to Burlington Junction, Missouri, owned	34.99 miles.
Length in Missouri.....	9.762 "
Total sidings.....	2.893 "
Total sidings in Missouri	1.05 "

Earnings on main and branch lines in Missouri—

Per mile of road	\$1,534 59
Per train mile, all trains.....	1 06

Expenses on main and branch lines in Missouri—

Per mile of road.....	\$1,094 21
Per train mile, all trains.....	.78
Per cent. of earnings.....	.72

Amount paid other companies as rent for use of road, bridges and equipment, specifying each company with amount and basis on which rent is computed—

Due Chicago, Burlington and Quincy Railroad for use of rolling stock..... \$1,331 88

GENERAL BALANCE SHEET,

At closing of accounts, December 31, 1883—

DR.

Cost of road, in stock and bonds.....	\$843,200 00
Additional construction by Chicago, Burlington and Quincy Railroad	112,738 23

Total.....	\$955,938 23
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CR.

Capital stock.....	\$543,200 00
Funded debt.....	300,000 00
Other debts.....	112,738 23

Total	\$955,938 23
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NET INCOME, DIVIDENDS, ETC.

Total net income, deducting expenses and rentals.....	\$13,281 72
Percentage of same to capital stock and net debt.....	1.3
Percentage of same to total property and assets.....	1.3

Interest account during the year—

On funded debt.....	\$24,000 00
Total property and assets of the company.....	955,938 23

TAXES.

Taxes paid in Missouri.....	\$614 06
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Expenditures charged to property account during the year—

Land, land damages and fences.....	2,752 94
Net addition to property account for the year.....	2,752 94

Description of lines operated in Missouri—

Miles of fencing at close of 1883.....	17.947
Miles of fencing built during 1883.....	7.664
Number of highway crossings at grade.....	18
Number of railroad crossings at grade.....	1
Number of cattle guards	17
Average number of men in section gangs, including foreman	4
Average number of miles of line to each gang.....	7.4
Number of stations on lines operated in Missouri.....	2

BRIDGES.

Wooden truss, number 1; total length.....	112 feet.
Wooden trestle or pile, number 15; total length.....	1,784 "
Wooden culverts, number 29.	

MISSOURI TONNAGE.

Total tons.....	149,208
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MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	15,801
Rate of speed of express passenger trains, including stops	20 miles.
Miles run by freight trains.....	25,425

MILEAGE, TRAFFIC, ETC.—Continued.

Rate of speed of express freight trains, including stops.....	11 miles.
Rate of speed of accommodation freight trains, including stops.....	11 " "
Miles run by other trains, mixed, passenger and freight.....	8,998
Total train miles run.....	50,224
Total number of passengers carried.....	19,069
Total passenger mileage, on passengers carried one mile, exclusive of mileage tickets.....	293,561
Number of tons carried.....	149,208
Total freight mileage, or tons carried one mile.....	4,217,158
Highest rate of fare per mile for any distance.....	3 cents.
Average rate of fare per mile for all passengers.....	2.85 "
Average rate per ton per mile, for all freight.....	0.974 "
Average number of cars in passenger trains, including baggage cars.....	3
Average number of cars in freight trains.....	16
Number of persons regularly employed by company in Missouri.....	16
Number of persons regularly employed in superintendence and repairs of bridges	2

Rolling stock: No rolling stock owned.

CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY.

This company owns and operates in Missouri (as shown in our eighth annual report) the lines formerly known as the Chicago and Southwestern Railroad, extending from Washington, Iowa, via Lineville, Princeton, Trenton, Gallatin, Cameron, Plattsburg and Platte City, Mo., to Leavenworth, Kansas, and its Atchison branch. It acquired the former by means of a consolidation, as shown by a certificate filed in Mo., June 14th, 1880, and the latter by a purchase effected in April, 1880, for \$80,-000 cash. It also operates with through trains, doing no way traffic, the Hannibal and St. Joseph Company's line from Cameron to Kansas City, and pays therefor \$38,154 04 a year and one-half cost of repairs and taxes.

GENERAL OFFICES AT CHICAGO, ILLINOIS.

STOCK.	
Amount of capital stock subscribed—	
Common.....	\$41,960,000 00
Total.....	\$41,960,000 00
Number of shares—	
Common.....	419,600
Par value thereof, \$100.	
Amount of stock paid in	41,960,000 00

DIRECTORS.

David Dows.....	New York, N. Y.
Francis H. Tows.....	New York, N. Y.
A. G. Dulman.....	New York, N. Y.
Jas. R. Cowing.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.
Jay Gould.....	New York, N. Y.
R. P. Flower.....	New York, N. Y.
Benj. Brewster.....	New York, N. Y.
H. R. Bishop.....	New York, N. Y.
Hugh Riddle.....	Chicago, Illinois.
H. H. Porter.....	Chicago, Illinois.
R. R. Cable.....	Rock Island, Illinois.
George P. Wright.....	Des Moines, Iowa.

GENERAL OFFICERS.

R. R. Cable.....	President and General Manager.
David Dows.....	Vice-President.
A. Kimball.....	Vice-President and General Superintendent.
Fancis H. Tows.....	Secretary and Treasurer.
W. G. Purdy	Local Treasurer.
C. F. Gilson.....	Auditor and Assistant Secretary.
Wm. M. Sage.....	General Freight Agent.

DEBT.

Amount of funded debt—	
1st mortgage bonds due 1919, 6 per cent. interest.....	\$12,500,000 00
C. & S. W. bonds due 1898, 7 per cent. interest.....	5,000,000 00
Amount of floating debt.....	.....

Total debt..... \$17,500,000 00

TRACK (in Missouri).

Length of single track on main line—	
Lineville to Missouri River (Leavenworth).....	141 miles

Length of branches—	
Edgerton Junction to Winthrop.....	29.08 "
Right to use track of H. & St. Jo. R. R. from Cameron to Kansas City, leased.....	54.31 "
Aggregate length of sidings.....	19.33 "

Aggregate length of sidings and other tracks enumerated. 243.72 miles.

MOVEMENT OF FREIGHT.

Number of tons of through freight carried during the year.....	1,625,513
Number of tons of local freight carried during same time.....	1,605,982

EARNINGS.

From transportation of passengers.....	\$ 3,353,783	65
From transportation of freight.....	8,099,603	94
From other sources.....	942,955	65
Total.....	\$12,396,343	24

About 10 per cent. is earned in Missouri.

EXPENSES.

Amount of expenses incurred during the year in running and management of passenger trains.....	146,971	78
In running and management of freight and mixed trains.....	278,530	35
Engine service.....	641,702	30
Water supply.....	74,121	77
Fuel supply.....	655,712	93
Expenses incurred in the running and management of the road for the year, including salaries of officers.....	2,486,040	83
Amount expended for repairs, including maintenance of way—		
Repairs and renewals of bridges.....	223,009	25
Ties and iron (or steel).....	253,232	93
Repairs of roadway.....	883,886	89
Repairs of fences	46,633	49
Personal injuries.....	40,106	56
Damage to freight and baggage.....	26,286	02
Legal expenses.....	37,667	18
Amount expended for motive power.....	360,500	76
Amount expended for cars (all kinds).....	698,562	47
Amount expended for all other buildings and fixtures.....	124,996	31
Cattle killed and damages to property.....	34,760	09
All other expenses in the running and management of road.....	74,012	38
Total.....	\$7,086,714	29

EXPRESS COMPANIES.

What express companies run on the road?

The United States Express Company.

On what terms and conditions?

Loading and unloading their own freight in the cars furnished by the railway company and pay a rate equal to double first class freight rates.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road, and on what terms?

Cars of all color lines are run on this road, but have no preference in speed or rates over freight in this company's cars. No contracts.

Do the freight and transportation companies use the cars of the railroad companies or cars furnished by themselves?

Both.

What preference is given in speed or order of transportation to the freight or cars of such transportation companies?

None.

What running arrangements has the company with other railroad companies?

The following lines are leased by this company.

Bureau Junction, Illinois, to Peoria, Illinois.....	46.72	miles.
Des Moines, Iowa, to Keokuk, Iowa.....	162.20	"
Cameron, Missouri, to Kansas City, Mo. (lease of right to run trains only)	54.31	"

LINES OPERATED, STATING EACH LINE SEPARATELY.

NAME OF LINES.	Owned or leased.	Total length.	Length in Missouri.	DOUBLE TRACK.		SIDINGS.	
				Total.	In Mo.	Total.	In Mo.
From Chicago to Council Bluffs.....	Owned.....	500.45	.....	.....	.....	167.78	.....
From South Englewood to South Chicago.....	"	7.51	.....	.....	.....	2.69	.....
From Bureau to Peoria.....	Leased.....	46.72	.....	.....	.....	9.45	.....
From Davenport to Knoxville.....	Owned.....	142.25	.....	.....	.....	19.09	.....
From Washington to Leavenworth.....	"	272.38	141.00	.....	.....	27.05	14.58
From Wilton to Muscatine.....	"	12.50	.....	.....	.....	0.22	.....
From Atlantic to Audubon.....	"	24.54	.....	.....	.....	1.83	.....
From Des Moines to Winterset and Indianola.....	"	48.24	.....	.....	.....	4.12	.....
From Avoca to Harlan.....	"	11.84	.....	.....	.....	0.63	.....
From Newton to Monroe.....	"	17.00	.....	.....	.....	0.80	.....
From Atlantic to Griswold.....	"	14.71	.....	.....	.....	0.58	.....
From Mt. Zion to Kesaunna.....	"	4.50	.....	.....	.....	0.31	.....
From Menlo to Guthrie Centre.....	"	14.58	.....	.....	.....	1.10	.....
From Avoca to Carson.....	"	17.61	.....	.....	.....	1.40	.....
From Atchison Junction to Winthrop.....	Leased.....	29.08	29.08	.....	.....	4.75	4.75
From Des Moines to Keokuk.....	"	162.20	.....	.....	.....	20.91	.....
From Cameron to Kausas City	*	54.31	.....	.....	.....	.....	.....

*Leased right to run trains.

EARNINGS.

Total main and branch lines.....	\$12,896,343 24
Per mile of road.....	5,524 46
Per passenger train mile.....	1.31
Per freight train mile.....	1.20
Per train mile, all trains.....	1.24
Income derived from rent of property other than road and equipment.....	146,227 09
Total.....	\$12,542,570 33

EXPENSES.

Total expenses main and branch lines.....	7,086,714 29
Per mile of road.....	3,158 21
Per passenger train mile.....	75
Per freight train mile.....	68
Per train mile, all trains.....	71
Per cent of earnings.....	57

Amount paid other companies as rent for use of road, bridges or equipment, specifying each company with amount and basis on which rent is computed—

Peoria and Bureau Valley Railroad Company, \$125,000.00 per annum.

Keokuk and Des Moines Railroad Company, a rental basis on earnings.

Hannibal and St. Joseph Railroad Company, \$38,153.04 per annum and a proportion of expenses of maintenance.
Missouri river bridges, tolls in proportion to business done.

NET INCOME AND DIVIDENDS.

Interest accrued during the year—

On funded debt.....	950,000 00
Dividends declare, 7 per cent., amount.....	2,937,200 00
Date of last dividend declared Nov. 1st, 1883, amount.....	734,300 00

State actual amount per share, paid in, in cash or its equivalent on the different classes of stock of lines owned by the company?

\$100.00,

State actual market value per share of the different classes of stock of lines owned by the company January 1, 1884?

\$116.50 to \$117.25.

Cost of road, equipment and property—

Total cost of construction.....	\$58,196,744 99
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TAXES.

Taxes paid in Missouri, included in expenses.....	29,152 29
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Expenditures charged to property account during the year—

Grading and Masonry, bridging, superstructure, including rails.	305,271 62
Land, land damages and fences	28,701 86
Passenger and freight stations, wood sheds, etc., engine houses, car sheds and turn tables, machine shops.....	423 75
Engineering, agencies, salaries and other expenses during construction.....	8,383 90

EXPENDITURES, ETC.—Continued.

Locomotives, number 4.....			
Passenger, mail and baggage cars, number, 9.....			264,137 61
Freight and other cars, number, 322.....			
Construction of "The Wilton and Tipton Branch".....			38,491 63
Total.....			\$645,410 37

Net addition to property account for the year..... 645,410 37

Description of lines operated in Missouri.

Miles of steel rail on lines in Missouri at close of year 1883.....	117 $\frac{1}{4}$		
Miles of steel rail on same laid during 1883.....	10 $\frac{1}{2}$ $\frac{2}{3}$ $\frac{1}{5}$		
Miles of new iron rail on same laid during 1883.....			
Miles of track on same ballasted at close of 1883.....	130		
Miles of track on same ballasted during 1883.....	2		
Number of new ties put in on same during 1883.....	79,000		
Miles of fencing on same at close of 1883.....	336		
Miles of fencing on same built during 1883.....			
Number of highway crossings at grade.....	110		
Number of highway crossings under railroad.....	5		
Number of highway crossings over railroad.....	6		
Number of railroad crossings at grade.....	6		
Number of railroad crossings over other railroads.....			
Number of railroad crossings under other railroads.....			
Number of cattle guards.....	249		
Average number of men in section gangs, including foreman.....	5		
Average number of miles of line to each gang.....	6		
Number of stations on lines operated in Missouri.....	31		
Miles of track (main or branch lines) abandoned or taken up during year.....			

BRIDGES.

	Total number.	Total length.	Built during 1883.
Iron truss.....	2	292 ft.	
Combination truss.....	2	324 ft.	
Wooden truss.....	32	1,794 ft.	1—34 ft. renewed.
Wooden Girder.....	1	30 ft.	
Wooden trestle or pile.....	232	12,676 ft.	19—1,374 feet.
Stone arch culverts.....	6		1—
Stone box culverts.....	232		4—
Totals.....	507	15,116 ft.	25—1,408 feet.

MISSOURI TONNAGE CLASSIFIED.

Tons of wheat.....		43,160
Tons of corn.....		72,889
Tons of other grain.....		5,712
Tons of cattle.....		31,586
Tons of hogs.....		9,183

MISSOURI TONNAGE CLASSIFIED.—Continued.

Tons of other animals.....	3,168
Tons of other agricultural products.....	13,357
Tons of lumber and forest products.....	140,122
Tons of coal.....	18,063
Tons of plaster, lime and cement.....	2,329
Tons of steel and iron rails.....	14,595
Tons of iron ore and zinc ore.....	5,990
Tons of lead ore.....	3,093
Tons of salt.....	4,190
Tons of stone and brick.....	7,231
Tons of agricultural implements.....	12,086
Tons of general merchandise and articles not enumerated.....	137,534

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	2,401,339
Rate of speed of express passenger trains, including stops, per hour.....	25 miles.
Rate of speed of accommodation trains, including stops, per hour.....	20 "
Miles run by freight trains	6,867,709
Rate of speed of express freight trains, including stops, per hour.....	15 to 18 miles.
Rate of speed of accommodation freight trains, including stops, per mile.....	10 to 12 "
Miles run by other trains, and for what purpose, wood and construction.....	576,719
Total train miles run	9,845,767
Total number of passengers carried.....	2,808,802½
Total passenger mileage, or passengers carried one mile	131,372,682
Passenger mileage to and from other roads.....	53,549,214
Number of tons carried.....	3,231,495
Total freight mileage, or tons carried one mile.....	707,873,242
Freight mileage to and from other roads.....	410,572,488
Highest rate of fare per mile, or any distance (exceeding one mile).....	4 cents.
Lowest rate of fare per mile, for any distance (single fare).....	2 "
Average rate of fare per mile (not including season tickets) received, local.....	2.713 "
Average rate of fare per mile for passengers on commutation tickets.....	0.804 "
Average rate of fare per mile for all passengers.....	2.553 "
Highest rate of freight per ton per mile for any distance	3.150 "
Lowest rate of freight per ton per mile for any distance.....	0.920 "
Average rate of local freight per ton per mile on roads operated by this company.....	1.330 "
Average rate per ton per mile for all freight	0.930 "
Average number of cars in passenger trains, including baggage cars.....	6
Average number of cars in freight trains.....	25
Number of persons regularly employed by company, including officials	8,199
Number of persons regularly employed by company in Missouri.....	1,312
Number of persons regularly employed in superintendence and repairs of bridges.....	312

ROLLING STOCK.

Locomotives	311
Passenger cars.....	128
Dining cars.....	9
Official cars.....	2
Sleeping cars.....	19
Chair cars, included in passenger cars.....	6
Mail, baggage and express cars.....	50
Box freight cars.....	4,554
Stock cars.....	1,153
Stock cars, double decked.....	{
Platform or flat cars, and coal cars.....	1,825
Way cars or cabooses.....	168
All other cars.....	708

ROLLING STOCK.—Continued.

Total freight cars, all kinds.....	8,408
Number of locomotives equipped with train brakes.....	61
Number of passenger cars equipped with train brakes	196
Number of freight cars equipped with train or automatic brakes.....	
Number of passenger cars equipped with safety platform and coupling.....	196
Persons killed or injured on lines in Missouri during year 1883—	
Killed, passengers.....	1
Killed, employees.....	2
Total.....	3
Injured.....	1
Total.....	1
Miles of telegraph line in Missouri owned.....	
Miles of telegraph line in Missouri operated on line of company...	224.39

PROPER ADDRESS OF THE COMPANY.

Chicago, Rock Island & Pacific Railway Company, Chicago, Illinois.
R. R. Cable, President.

CRYSTAL RAILWAY COMPANY, (OPERATED BY THE CRYSTAL PLATE GLASS COMPANY.)

OFFICERS.

E. A. Hitchcock.....	President.....	St. Louis, Mo.
E. T. Allen.....	Secretary.....	St. Louis, Mo.
C. W. Barnes.....	Treasurer.....	St. Louis, Mo.
G. F. Neale.....	Manager.....	Crystal City, Mo.

EARNINGS.

From passengers.....	\$1,685 68
From freight.....	10,180 95
Total.....	\$11,866 63

Lines operated by the company—

From Crystal to Crystal City	3.28 miles.
Length in Missouri.....	3.28 "
Total sidings.....	6,378 feet.

EARNINGS.

Total main and branch lines.....	\$11,866 63
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EXPENSES.

Total main and branch lines.....	7,523 52
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NET INCOME, DIVIDENDS, ETC.

Total net income.....	4,343 11
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Cost of road, equipment and property—	
Total cost of construction	49,807 12
Locomotives; number, 2.....	13,900 00
Passenger, mail and baggage car; number, 1.....	920 00
Freight and other cars; number, 21.....	8,120 00
Total property and assets of company	\$72,747 12

BRIDGES.

Wooden truss.....	1
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ROLLING STOCK.

Locomotives	2
Passenger cars.....	1
Coal cars.....	15
All other cars.....	6

Proper address of the company:

Care Crystal Plate Glass Company,

Room 4, Singer Building,

St. Louis, Mo.

EUREKA SPRINGS RAILWAY COMPANY.

STOCK.

Amount of capital stock subscribed.....	\$500,000 00
Number of shares.....	5,000
Par value thereof.....	\$100 00
Amount of stock paid in.....	499,500 00

OFFICERS.

R. C. Kerens.....	President	St. Louis, Mo.
Powell Clayton.....	Vice-Pres. and Gen'l Man..	Eureka Springs, Ark.
B. Baer.....	Secretary	Ft. Smith, Ark.
Logan H. Roots.....	Treasurer	Little Rock, Ark.
A. H. Foote.....	Auditor	Eureka Springs, Ark.

DIRECTORS.

R. C. Kerens.....	St. Louis, Mo.
Powell Clayton.....	Eureka Springs, Ark.
Bernard Baer.....	Ft. Smith, Ark.
Logan H. Roots.....	Little Rock, Ark.
W. H. Stein.....	Neosho, Mo.
E. W. Taylor.....	Jefferson, Tex.
Morgan Jones.....	Ft. Worth, Tex.
J. O. Churchill.....	St. Louis, Mo.
Chas. H. Smith.....	St. Louis, Mo.

VALUES (in Missouri.)

Estimated value of road-bed, including iron (or steel) and bridges—	
Main line	\$16,108 33
Estimated value of rolling stock.....	3,062 07
Estimated value of other property.....	500 00

TRACK (in Missouri.)

Length of single track on main line.....	8. ⁷¹ ₁₃₂₀ miles.
Aggregate length of sidings	¹⁰⁰⁰ ₅₂₈₀ "

MOVEMENT OF FREIGHT.

Total number of tons of freight hauled	22,085 ¹ ₂
Total number of passengers hauled.....	23,003
Total earnings.....	\$88,246 97
Total expenses.	22,283 90
Per cent. in Missouri not given.	

EXPRESS COMPANIES.

What express companies run on the road?

Adams Express Company.

On what terms and conditions?

Fifty per cent. of its gross earnings derived from express business done on line of the road, and 15 per cent. of the gross earnings of all other express matter, etc.

What freight and transportation companies run on the road?

None.

FINANCIAL EXHIBIT.

DR.

Franchises and property.....	\$1,500,000 00
Cash on hand	41,151 80
Amount due from other railroad companies.....	9,313 29
Supplies on hand.....	2,220 82
Miscellaneous assets.....	4,545 26
Harrison extension.....	136 75

Total.....	\$1,557,367 92
------------	----------------

DR.

Capital stock.....	\$500,000 00
First mortgage bonds.....	500,000 00
Income bonds.....	500,000 00
Amount due other railroad companies.....	1,882 35
Interest accrued.....	40,000 00
Amount due for current operation.....	4,522 50
Income account.....	10,936 07

Total.....	\$1,557,367 92
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NET INCOME, DIVIDENDS, ETC.

Total net income.....	\$65,936 07
Interest accrued during the year—	
Bonded interest paid August 1, 1883.....	15,000 00

Bonded interest due February 1, 1884—	
On first mortgage bonds.....	\$12,500 00
On income bonds.....	27,500 00
Balance.....	10,963 07

State actual amount per share paid in, in cash or its equivalent, on the different classes of stock of lines owned by the company?

Stock, \$100 per share.

State actual market value per share of the different classes of stock of lines owned by the company?

No fixed market value.

State actual market value of the bonds of the lines owned by the company?

First mortgage bonds 100 cents on the dollar.

Second mortgage bonds, no market value.

COST OF ROAD, EQUIPMENT AND PROPERTY.

The road was built by the Western Construction Company of Arkansas, who furnished the equipment, etc., etc., for which they were paid in gross in the stock and bonds of the company.

ROLLING STOCK.

Locomotives.....	2
Passenger cars	1
Mail, baggage and express cars.....	1
Platform or flat cars.....	6
Total freight cars, all kinds.....	6
Number of locomotives equipped with train brakes.....	2
Number of passenger cars equipped with train brakes.....	1
Number of passenger cars with safety platform and coupling.....	1
Miles of telegraph line in Missouri operated on line of company.....	8. ₁₃ ⁷¹ ₂₀

PROPER ADDRESS OF THE COMPANY:

Eureka Springs Railway Company, Eureka Springs, Ark.

FOREST PARK AND CENTRAL RAILROAD COMPANY.

This company owns an unused railroad track extending from Forsyth Junction, a point on the Wabash, in St. Louis city, and between Forest Park and Rosedale stations, to Clayton, 3 miles.

GRANITEVILLE AND MIDDLEBROOK RAILROAD COMPANY.

This company was organized by articles of association filed August 18, 1881, and owns a railroad extending from Middlebrook on the St. Louis, Iron Mountain & Southern Railway, two miles south of Iron Mountain station, southwesterly to the Ozark Mountain Granite Quarries, 3 miles. It is owned and managed by parties interested in the granite quarries.

HANNIBAL AND ST. JOSEPH RAILROAD COMPANY.

STOCK.	
Amount of capital stock subscribed—	
Common.....	\$9,168,700 00
Preferred	5,083,024 00
Total.....	\$14,251,724 00
Number of shares—	
Common.....	91,687
Preferred	50,830. ²⁴ ₁₀₀
Par value thereof, \$100.00.	
Amount of stock paid in.....	14,251,724 00
ASSETS AND LIABILITIES.	
Amount of assets.....	24,785,316 50
Amount of liabilities.....	23,116,179 71

OFFICERS.

C. E. Perkins.....	Director and President.....	Burlington, Iowa.
J. N. A. Griswold	Director.....	Boston, Mass.
E. E. Pratt.....	Director.....	Boston, Mass.
A. J. Stanwood.....	Director and Secretary.....	Boston, Mass.
Henry Parkman.....	Director.....	Boston, Mass.
Chas. J. Paine.....	Director.....	Boston, Mass.
W. J. Ladd.....	Director.....	Boston, Mass.
Peter Geddes.....	Director	Boston, Mass.
Elihu Root.....	Director.....	New York, N. Y.
J. B. Carson.....	Vice-President.....	Hannibal, Mo.
T. J. Potter.....	Vice-President.....	Chicago, Ill.
T. L. Dunn.....	General Superintendent.....	Hannibal, Mo.
W. J. Hilton.....	Treasurer	Hannibal, Mo.
E. E. Pratt.....	Assistant Treasurer.....	Boston, Mass.
C. W. Winslow.....	Auditor.....	Hannibal, Mo.
W. H. McDoel.....	General Freight Agent.....	Hannibal, Mo.

Amount of funded debt—

15 year 8 per cent. convertible bonds due March 1st, 1885.....	\$4,000,000 00
Kansas City and Cameron Railroad, 10 per cent. bonds due January 1st, 1892.....	1,200,000 00
Quincy and Palmyra Railroad, 8 per cent. bonds due February 1st, 1892.....	433,000 00
Consolidated mortgage bonds, 6 per cent., due March 1st, 1911, (\$8,000,000).....	3,000,000 00
Amount of floating debt.....	231,455 81

Total debt.....

\$8,864,455 81

TRACK (in Missouri).

Length of single track on main line.....

206.41 miles

Length of branches—

Quincy & Palmyra.....	12.77 "
Cameron Junction & Kansas City.....	53.18 "
St. Joseph & Winthrop	19.47 "

State whether branches have single or double track—

Cameron Junction & Kansas City double track.....	0.41 "
--	--------

Aggregate length of sidings.....

56.81 "

Aggregate length of sidings and other tracks enumerated.....

349.05 "

MOVEMENT OF FREIGHT.

Number of tons of through freight carried during the year.....

344,116

Number of tons of local freight carried during same time.....

455,827

EARNINGS.

Total from transportation of passengers.....

\$ 628,386 10

Total from transportation of freight.....

1,562,668 13

Total from other sources.....

354,846 46

Total transportation earnings.....

\$2,545,900 69

EXPENSES.

Amount of expenses incurred during the year in running and management of passenger trains.....

\$ 244,612 79

In running and management of freight trains.....

690,417 26

Expenses incurred in running and management of the road for the year—

Salaries and expenses of officers and clerks.....	74,530 24
General office expenses.....	13,868 48
Legal expenses, damages and materials.....	33,044 57
Foreign agencies, advertising, insurance .....	.....
Taxes and miscellaneous	125,118 12
Amount expended for repairs (and renewals) including maintenance of way, repairs and renewals of bridges, ties and iron (or steel).....	321,239 87
Amount expended for station houses and all other buildings and fixtures.....	20,270 66

Total.....

\$1,523,101 99

EXPRESS COMPANIES.

What express companies run on the road?

American and Pacific.

Lines operated by the company—

From Thompson's Switch to West Quincy, leased.

Total length.....	1.42 miles.
Length in Missouri.....	0.34 “

EARNINGS.

Total main and branch lines	\$2,545,900 69
Per mile of road.....	8,706 91
Per train mile, all trains.....	1.66
Income derived from investments in stocks, bonds, etc., interest and exchange.....	9,053 64

EXPENSES.

Total expenses main and branch lines	1,523,101 99
Per mile of road.....	5,208 96
Per train mile, all trains.....	99 cents.
Per cent. of earnings.....	59.8

Amount paid other companies as rent for use of road, bridges or equipment, specifying each company with amount and basis on which rent is computed—

Chicago, Burlington & Quincy Railroad Company, rent of yard at Quincy.....	5,000 00
Quincy Railroad Bridge Company, rent of track.....	6,000 00
Quincy Railroad Bridge Company, use of bridge, regular tolls	
Chicago & Atchison Bridge Company, use of bridge, regular tolls.	

GENERAL BALANCE SHEET,

At closing of accounts, December 31, 1883.

DR.

Cost of road.....	20,423,616 21
Other investments.....	206,681 03
Supplies and materials on hand	143,627 30
Cash, cash assets and other items—	
Cash.....	\$ 468,410 02
In hands of agents.....	21,203 89
U. S. for mail transportation	14,032 19
Balance sundry ledger accounts.....	104,736 11
Bills receivable.....	35,111 09
Land department.....	2,555,341 95
F. L. & T. Co., cash and investments.....	234,914 75
State aid bonds, sinking fund.....	1,900 00
Lands in Missouri.....	575,741 96
Total cash items.....	4,011,391 96
Total	\$24,785,316 50

CR.

Capital stock.....	14,251,724 00
Funded debt.....	8,633,000 00
Other debts—	
Accounts payable (less collected accounts).....	\$106,505 81
Unpaid coupons, past due unclaimed.....	5,000 00
Due January 1st, 1884.....	59,950 00
Due March 1st, 1884	60,000 00
Total other debts.....	231,455 81
Balance.....	1,669,136 69
Total	\$24,785,316 50

NET INCOME, DIVIDENDS, ETC.

Total net income.....	1,000,917 86
Percentage of same to capital stock and net debt.....	4.33
Percentage of same to total property and assets.....	4.03
Interest accrued during the year—	
On funded debt.....	647,220 00
Date of last dividend declared, payable February 15, 1883.	
Balance for the year, or surplus.....	353,697 86
Surplus at commencement of the year.....	1,587,822 12
Surplus at commencement of the year as changed by aforesaid entries.....	1,315,438 83
Total surplus, December 31st, 1883	1,669,136 69
Cost of road, equipment and property.....	13,898,724 64
K. C. & Cam. branch, original cost.....	2,294,974 53
Quincy & Palmyra branch.....	351,370 72
Atchison branch, original cost.....	573,042 92
Total cost of construction.....	\$17,118,112 81

EQUIPMENTS.

Locomotives; number, 78.....	
Passenger, mail and baggage cars; number, 51.....	
Freight and other cars, 1,812.....	
Total for equipments.....	3,305,503 40
Lands in Missouri valued at.....	575,741 96
Stock of union depots.....	37,600 00
Bonds of St. Joseph & Pacific Railway.....	4,300 00
Bonds of town of Lathrop	6,660 00
Other securities—	
Real estate and securities held for investment.....	97,121 03
Elevators	61,000 00
Other property, St. Joseph & Topeka Railroad.....	23,019 55
Whole amount of permanent investment.....	\$20,423,616 21
Other investments.....	206,681 03
Amount of supplies and material on hand.....	143,627 30
Cash and cash assets.....	4,011,391 96
Total property and assets of company.....	\$24,785,316 50

TAXES.

Taxes paid in Missouri.....	36,600 84
Expenditures charged to property account during the year—	
Grading and masonry	101 66
Bridging.....	12,371 00
Superstructure, including rails.....	30,218 12
Land, land damages, and fences.....	346 96
Locomotives (number, 2.).....	23,079 09
Passenger, mail and baggage cars	115 89
Total.....	\$66,232 72
Net addition to property account for the year.....	66,232 72

Description of lines operated in Missouri by the company—

Miles of steel rail on lines operated in Missouri at close 1883..	288.44
Miles of steel rail on same laid during 1883.....	24.13
Miles of track on same ballasted at close of 1883.....	79.
Number of new ties put in on same during 1883.....	118,758
Miles of fencing on same at close of 1883.....	472
Number of highway crossings at grade.....	286
Number of highway crossings under railroad.....	12
Number of highway crossings over railroad.....	11
Number of railroad crossings at grade.....	15
Number of railroad crossings over other railroads.....	1
Number of railroad crossing under other railroads.....	1
Number of cattle guards.....	366
Average number of men in section gangs, including foreman..	6
Average number of miles of line to each gang.....	5.5
Number of stations on lines operated in Missouri.....	61

BRIDGES.

	Total number.	Total length.	Built during 1883.
Iron truss.....	4	551	3
Iron girder.....	9	341	7
Wooden truss.....	42	3,547	2
Wooden girder.....	30	399	
Wooden trestle or pile.....	179	23,068	9
Stone arch culverts.....	76	.....
Stone box culverts and other drains.....	466	.....
Totals.....	806	27,906	21

MISSOURI TONNAGE CLASSIFIED.

Tons of wheat, corn and other grain.....	199,248
Tons of cattle, hogs and other animals.....	120,499
Tons of other agricultural products.....	19,677
Tons of lumber and forest products.....	189,733
Tons of coal	132,814
Tons of plaster, lime, cement and salt.....	27,339
Tons of iron, steel and castings	3,881
Tons of general merchandise, etc.....	106,752

Total..... 799,943

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	432.572
Rate of speed of express passenger trains, including stops, per hour.	22.5 miles.
Miles run by freight trains.....	1,096.960
Rate of speed of express freight trains, including stops per hour.	12 miles.
Miles run by other trains, and for what purpose, work.....	90,544
Total train miles run.....	1,620,096
Total number of passengers carried.....	387,548
Total passenger mileage, or passengers carried one mile.....	21,866,074
Number of tons carried.....	799,943
Total freight mileage, or tons carried one mile.....	138,502,737

MILEAGE, TRAFFIC, ETC.—Continued.

Highest rate of fare per mile, for any distance (exceeding one mile).	3½ cents.
Average rate of fare per mile, for all passengers.....	2.87 "
Average rate per ton per mile, for all freight.....	1.423 "
Average number of cars in passenger trains, including baggage cars.....	5.6
Average number of cars in freight trains.....	17.6
Number of persons regularly employed by company in Missouri.....	1,287
Number of persons regularly employed in superintendence and re-pairs of bridges.....	73

ROLLING STOCK.

Locomotives	78
Passenger cars	29
Official cars.....	2
Chair cars.....	4
Mail, baggage and express cars.....	16
Box freight cars.....	735
Stock cars.....	74
Platform or flat cars.....	46
Way car or cabooses.....	36
Coal cars.....	433
All other cars.....	371
Total freight cars, all kinds.....	1,695
Number of locomotives equipped with train brakes.....	15
Number of passenger cars equipped with train brakes.....	49
Number of passenger cars equipped with safety platform and coupling	31

Persons killed or injured on lines in Missouri during year 1883—

Passengers killed.....	1
Employes killed.....	7
Others killed.....	4
 Total.....	 12
 Passengers injured.....	 1
Employes injured	5
Others injured.....	3
 Total.....	 9

Miles of telegraph line in Missouri operated on line of company.....

294.55

PROPER ADDRESS OF THE COMPANY:

Hannibal and St. Joseph Railroad Company, Hannibal, Missouri.

KANSAS CITY, FORT SCOTT AND GULF RAILROAD COMPANY.

STOCK.

Amount of capital stock subscribed—

Common.....	\$4,648,000 00
Contracts for preferred.....	2,750,000 00

Total.....

\$7,398,000 00

Number of shares—		
Common.....	46,480	
Contracts for preferred.....	27,500	
Par value thereof, \$100.		
Amount of stock paid in.....	\$ 7,398,000 00	
Amount of assets (in gross).....	10,706,612 25	
Amount of liabilities (in gross).....	10,260,114 16	

OFFICERS.

H. H. Hunnewell.....	Director.....	Boston, Mass.
Sidney Bartlett.....	Director.....	Boston, Mass.
Chas. Merriam.....	Director.....	Boston, Mass.
F. M. Weld.....	Director.....	Boston, Mass.
F. G. Dexter.....	Director.....	Boston, Mass.
Nathaniel Thayer.....	Director.....	Boston, Mass.
Francis Bartlett.....	Director.....	Boston, Mass.
Jno. A. Burnham, Jr.....	Director.....	Boston, Mass.
Alpheus Hardy.....	Director.....	Boston, Mass.
James H. Blake.....	Director.....	Boston, Mass.
B. P. McDonald	Director.....	Ft. Scott, Ks.
C. W. Blair.....	Director.....	Ft. Scott, Ks.
Ira Harris.....	Director.....	Rosedale, Ks.
H. H. Hunnewell.....	President.....	Boston, Mass.
Chas. Merriam.....	Secretary and Treasurer.....	Boston, Mass.
Geo. H. Nettleton.....	General Manager.....	Kansas City, Mo.
J. S. Ford.....	Comptroller	Kansas City, Mo.
L. W. Towne.....	Superintendent	Kansas City, Mo.
M. L. Sargent.....	General Freight Agent.....	Kansas City, Mo.
J. E. Lockwood.....	General Ticket Agent.....	Kansas City, Mo.

DEBT.

Amount of funded debt, (in detail)—		
First mortgage bonds as reported Dec. 31, 1882...	\$2,561,900 00	
Retired during 1883	96,900 00	
Total.....		\$2,465,000 00
Amount of floating debt, (in detail)—		
Accrued interest.....	\$78,101 67	
Unpaid coupons.....	4,538 50	
Unpaid dividends.....	400 00	
Bills payable.....	68,000 00	
Traffic guarantee, Kansas City, Springfield and Memphis Railroad Company.....	12,227 77	
Balance of open account.....	62,730 61	
		225,998 55
Total debt.....		\$2,690,998 55

*Total value in Missouri..... 130,674 15

** The cost of leased (branch) lines does not appear in the accounts of this company, as it simply owns the stock. The value in Missouri is estimated on a basis of the mileage of the K. C., Ft. S. & G. R. R. proper.

TRACK (in Missouri.)

Length of single track on main line.....	222
Length of double track on main line.....	.....
Length of branches—	
Rich Hill Railroad.....	23.08
Ft. Scott, Southeastern and Memphis Railroad.....	86.34
Short Creek and Joplin Railroad.....	13.07
Kansas and Missouri Railroad	7.01
State whether branches have single or double track—single.	
Aggregate length of sidings.....	42.86

MOVEMENT OF FREIGHT.

Number of tons of through and local freight carried during the (calendar) year preceding the making of this statement	875,649
---	---------

EARNINGS.

From the transportation of passengers during the year \$501,256 72	
From the transportation of freight during the year.... 1,373,250 68	
From other sources during the year..... 141,704 98	
Total.....	\$2,016,212 38

33.9 per cent. is earned in Missouri.

EXPENSES.

Amount of expenses incurred during the year in running and management of passenger trains.....	\$ 70,966 08
In running and management of freight trains.....	201,701 56
The expenses incurred in the running and management of the road for the year (other than in the running and management of trains) including the salaries of officers, which shall be stated separately.....	317,083 85
Amount expended for repairs (and renewals) including maintenance of way.....	297,908 93
Repairs and renewals of bridges.....	22,877 81
Ties and iron (or steel).....	173,861 50
All other expenditures in the running and management of road, not included in any previous sub-division, taxes and rents	94,144 40
Total.....	\$1,178,544 13

EXPRESS COMPANIES.

What express companies run on the road?

Adams Express Company.

And on what terms and conditions?

The railroad company furnishes the customary facilities. Compensation, \$21,600 per annum.

What kind of business is done by them?

Transports money, valuable packages and other articles requiring speedy and safe transportation.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

None.

LINES OPERATED, STATING EACH LINE SEPARATELY.

	Owned or leased.	Total length.	Length in Missouri.	Sidings.	
				Total.	In Mo.
From Kansas City to Baxter.....	159.92	159.92	2.22	45.36	21.77
From Baxter to Webb City.....	22.38	22.38	13.07	4.78	3.11
From Miami (R. H. Junction) to Coal Fields (near Rich Hill..	27.54	27.54	23.08	6.65	6.65
From Ft. S., S. E. & M. Junction to Springfield, (including branch Arcadia to Coalvale..	102.85	102.85	86.34	11.16	9.44
From Coalvale to M., K. & C. Junc- tion.....	26.18	26.18	7.01	5.87	1.89
From Wier City to Cherryvale.....	49.79	49.79	.....	8.27	.....
Total	388.66	388.66	131.72	82.09	42.86

EARNINGS.

Total main and branch lines.....	\$2,016,212 38
Earnings of main and branch lines, in Missouri—	
Per mile of road.....	5,189 00
Per train mile all trains.....	1 85
Total	683,496 00
The earnings of branch lines are included in above, but are not kept separately.	

EXPENSES.

Total expenses main and branch lines.....	\$1,178,544 13
Expenses of main line and branches, in Missouri—	
Per mile of road.....	3,033 14
Per train mile all trains.....	1 06
Per cent. of earnings.....	58 $\frac{1}{2}$
Total.....	399,526 46
The expenses of branch lines are included in above, but are not kept separately.	

GENERAL BALANCE SHEET,

At closing of accounts, December 31st, 1883—

DR.	
Cost of road.....	\$,447,649 19
Cost of equipment.....	886,226 08
Other investments.....	662,587 20
Supplies and materials on hand.....	156,609 59
Sinking funds in hands of trustees.....	149,982 07

Cash, cash assets and other items, specifying same—		
Cash.....	\$ 40,817 11	
Bills receivable.....	44,500 00	
Open accounts.....	318,241 01	
	—————	403,558 12
Total.....		\$10,706,612 25
	CR.	
Capital stock.....		7,398,000 00
Funded debt.....		2,465,000 00
Other debts, specifying same—		
Accrued interest.....	\$ 78,101 67	
Bills payable.....	68,000 00	
Unclaimed coupons.....	4,538 50	
Unclaimed dividends.....	400 00	
Traffic guarantee K. C., S. & M. R. R. Co.....	12,227 77	
Open accounts.....	62,730 61	
	—————	225,998 55
Sinking fund invested and to be invested in bonds of leased lines.....		75,769 00
Land income accounts to be invested in first mortgage bonds of this company for cancellation.....		95,346 61
Income account.....		446,498 09
Total.....		\$10,706,612 25
	NET INCOME, DIVIDENDS, ETC.	
Total net income.....		\$ 837,668 25
Percentage of same to capital stock and net debt.....	8.8	
Percentage of same to total property and assets.....	7.8	
Interest accrued during the year—		
On funded debt.....	\$ 173,203 33	
On other debt.....	1,060 99	
	—————	174,264 32
Dividends declared, contracts for preferred 8, and common 3 per cent. for the year, amount.....		359,364 00
Date of last dividend declared, August, 1883.		
Rent of leased lines.....		208,723 31
Traffic contract, Kansas City, Springfield & Memphis R. R. Co.....		25,099 04
Balance for the year, or surplus.....		70,217 58
Surplus at commencement of the year.....	\$ 376,280 51	
Surplus at commencement of the year as changed by aforesaid entries		376,280 51
Total surplus, December 31, 1883.....		446,498 09
	State actual amount per share, paid in, in cash or its equivalent on the different classes of stock of lines owned by the company?	
	\$100.00, which is par value.	
	State actual market value per share of the different classes of stock of lines owned by the company, January 1, 1883.	
	Not on the market.	
Total cost of construction.....		8,447,649 19
Total for equipments.....		886,226 08
Stock of leased lines of railroads, 8,200 shares valued at.....		652,511 00
Stock Union Depot Company.....		10,076 20
Total for property acquired, etc.....		\$662,587 20
Whole amount of permanent investment.....		9,996,462 47
Property in Missouri (estimated).....		130,674 15
Amount of supplies and material on hand		156,609 59
Cash and cash assets.....		553,540 19
Total property and assets of company.....		10,706,612 25

TAXES.

Taxes paid in Missouri..... 19,106 90

Expenditures charged to property account during the year:

Land, land damages, and fences.....	11,877 38
New side tracks.....	6,570 75
Passenger and freight stations, wood-sheds and water stations.....	10,966 26
Engine-houses, car-sheds and turn-tables.....	321 15
Track to Kansas City Fair Grounds.....	14,213 94
Miscellaneous items.....	833 08
Locomotives; number, 6.....	60,030 90
Passenger, mail and baggage cars; number, 3.....	13,442 48
Official car; number, 1.....	13,554 00
Freight and other cars; number, 80.....	52,536 86
Royalties.....	1,042 00
Tools and machinery.....	4,306 98
Forest culture.....	3,150 01
Total	\$192,845 79
Property sold and credited property account during the year, specifying the same.....	40,012 91
Lands sold in Kansas City.....	25,000 00
Value of assets in excess of value, at which they were assumed by this company April 1, 1879.....	11,812 91
Narrow gauge locomotive sold.....	3,200 00

Net addition to property account for the year..... \$152,832 88

Description of lines operated in Missouri:

Miles of steel rail on lines operated in Mo. at close of year 1883.....	73.36
Miles of steel rail on same laid during 1883.....	12.91
Miles of new iron rail on same laid during 1883.....	
Miles of track on same ballasted at close of 1883.....	27.5
Miles of track on same ballasted during 1883.....	5
Number of new ties put in on same during 1883.....	38,000
Miles of fencing on same at close of 1883.....	179.27
Miles of fencing on same built during 1883.....	2.68
Number of highway crossings at grade.....	289
Number of highway crossings under railroad.....	
Number of highway crossings over railroad.....	
Number of railroad crossings at grade	10
Number of railroad crossings over other railroads.....	1
Number of railroad crossings under other railroads.....	
Number of cattle guards.....	256
Average number of men in section gangs, including foreman.....	5½
Average number of miles to each gang.....	8
Number of stations on lines operated in Missouri	21
Miles of track (main or branch lines) abandoned or taken up during year.....	

BRIDGES.

	Total number.	Total length.	Built during 1883.
Iron truss.....	2	205	.....
Iron girder.....	1	50	.....
Combination truss.....	9	854	.....
Wooden truss.....	8	740	.....
Wooden trestle or pile.....	80	10,690	.....
Tile drains.....	112	.....	.....
Stone box culverts.....	121	.....	.....
Totals.....	.....	.....	.....

MISSOURI TONNAGE CLASSIFIED.

Tons of wheat	10,785
Tons of corn.....	12,504
Tons of other grain.....	2,180
Tons of cattle.....	18,624
Tons of hogs.....	9,192
Tons of other animals.....	1,248
Tons of other agricultural products.....	3,760
Tons of lumber and forest products.....	120,660
Tons of coal.....	169,286
Tons of plaster, lime and cement.....	108
Tons of steel and iron rails.....	9,612
Tons of iron ore.....	
Tons of zinc ore.....	
Tons of lead ore.....	14,436
Tons of pig iron	
Tons of pig lead.....	
Tons of spelter.....	
Tons of salt.....	2,775
Tons of stone and brick.....	11,745
Tons of Agricultural implements.....	3,210
Tons of general merchandise and articles not enumerated.....	64,216

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	661,768
Rate of speed of express passenger trains, including stops, miles per hour.....	25
Rate of speed of accommodation trains, including stops, miles per hour.....	25
Miles run by freight trains.....	429,211
Rate of speed of express freight trains, including stops, miles per hour.....	15
Rate of speed of accommodation freight trains, including stops, miles per hour.....	12
Miles run by other trains, and for what purpose, switching and construction.....	
Total train miles run.....	510,028
Total number of passengers carried.....	1,601,007
Total passenger mileage, or passengers carried one mile.....	461,353
Passenger mileage to and from other roads.....	17,400,795
	5,572,827

MILEAGE, ETC.—Continued.

Number of tons carried.....	875,649
Total freight mileage, or tons carried one mile.....	92,750,215
Freight mileage to and from other roads, cannot give this.	
Highest rate of fare per mile for any distance (exceeding one mile)	4 cents.
Lowest rate of fare per mile for any distance (single fare).....	3 "
Average rate of fare per mile for all passengers.....	2.88 "
Highest rate of freight per ton per mile for any distance.....	30. "
Lowest rate of freight per ton per mile for any distance.....	1.1 "
Average rate per ton per mile for all freight.....	1.48 "
Average number of cars in passenger trains, including baggage cars.....	3.9
Average number of cars in freight trains.....	19.4

ROLLING STOCK.

Locomotives. (includes 11 leased of Fort Scott Equipment Company).	56
Passenger cars. (includes 8 leased of Fort Scott Equipment Company).	28
Official cars.....	2
Chair cars.....	2
Mail, baggage and express cars, (includes 3 leased of Fort Scott Equipment Company).....	15
Box freight cars, (includes 160 leased of Fort Scott Equipment Co.)	597
Stock cars, (includes 86 leased of Fort Scott Equipment Company)	192
Platform or flat cars.....	50
Way cars or cabooses, (includes 10 leased of Fort Scott Equipment Co)	41
Coal cars, (includes 100 leased of Fort Scott Equipment Company)	1,212
All other cars.....	2
Total freight cars, all kinds.....	2,051
Number of locomotives equipped with train brakes.....	14
Number of passenger cars equipped with train brakes.....	47
Number of freight cars equipped with train or automatic brakes.....	
Number of passenger cars equipped with safety platform and coupling.....	47

Persons killed or injured on lines in Missouri during year 1883—

Passengers, killed.....	.....
Others killed.....	.....
 Total.....	.....
	4
 Passengers, Injured.....	.....
Employes, injured.....	1
Others injured.....	12
 Total.....	.....
	8
 Total.....	.....
	21

Miles of telegraph line in Missouri owned by company jointly with

Western Union Telegraph Company.....	131.72
Miles of telegraph line in Missouri operated on line of company	131.72

PROPER ADDRESS OF THE COMPANY.

Kansas City, Fort Scott & Gulf Railroad Company, Kansas City, Missouri.

KANSAS CITY, SPRINGFIELD AND MEMPHIS RAILROAD COMPANY.

STOCK.	
Amount of capital stock subscribed—	
Common, total.....	\$5,250,000 00
Number of shares—	
Common.....	52,500
Par value thereof, \$100 per share.	
Amount of stock paid in.....	5,250,000 00
ASSETS AND LIABILITIES.	
Amount of assets.....	12,218,257 36
Amount of liabilities.....	12,474,968 84

OFFICERS.

H. H. Hunnewell	Director.....	Boston, Mass.
Jno. A. Burnham.....	Director.....	Boston, Mass.
Sidney Bartlett.....	Director.....	Boston, Mass.
Nathaniel Thayer.....	Director.....	Boston, Mass.
Charles Merriam.....	Director.....	Boston, Mass.
Geo. H. Nettleton.....	Director.....	Kansas City, Mo.
Jefferson Brumback.....	Director.....	Kansas City, Mo.
Wallace Pratt.....	Director.....	Kansas City, Mo.
L. W. Towne.....	Director.....	Kansas City, Mo.
J. S. Ford.....	Director.....	Kansas City, Mo.
J. H. Emmert.....	Director.....	Kansas City, Mo.
Watson J. Ferry.....	Director.....	Kansas City, Mo.
Charles W. Blair.....	Director.....	Leavenworth, Ks.
Geo. H. Nettleton.....	President	Kansas City, Mo.
Charles Merriam.....	Treasurer	Boston, Mass.
J. S. Ford.....	Secretary.....	Kansas City, Mo.

DEBT.	
Amount of funded debt, first mortgage bonds.....	\$7,000,000 00
Amount of floating debt.....	197,894 81
Total debt.....	\$7,197,894 81

TRACK (IN MISSOURI.)

Length of single track on main line.....	138.76 miles.
Length of double track on main line.....	
Length of branches.....	
Aggregate length of sidings.....	8.35 miles.

Lines operated by the company—

From Springfield to Memphis.....	282.24 miles.
Length in Missouri.....	138.76 "
Sidings, total.....	24.50 "
Sidings in Missouri.....	8.35 "

GENERAL BALANCE SHEET,

At closing of accounts, December 31, 1883—

DR.

Cost of road	\$11,732,704 16
Cost of equipment, including transfer boat.....	458,479 17
Other investments, interest during construction, less net earnings, and miscellaneous income during same time	256,711 48
Cash, cash assets, and other items—	
Kansas City, Ft. Scott and Gulf Railroad, traffic guarantee accrued, but not due.....	\$12,227 77
County warrants purchased (cost)	9,733 82
Cash.....	5,112 54
	27,074 13
Total.....	\$12,474,968 94

CR.

Capital stock.....	\$5,250,000 00
Funded debt.....	7,000,000 00
Other debts, specifying same—	
Interest accrued on mortgage bonds.....	\$70,000 00
Bond coupons not presented.....	3,600 00
Bills payable.....	38,000 00
Miscellaneous balances.....	113,368 94
	224,968 94
Total.....	\$12,474,968 94

COST OF ROAD, EQUIPMENT AND PROPERTY.

Construction not yet completed.

Description of lines operated in Missouri by the company.

Miles of steel rail on lines operated in Missouri at close of 1883.....	138.76
Miles of steel rail on same laid during 1883, (in construction).....	42
Miles of new iron rail laid during 1883.....	
Miles of track on same ballasted at close of 1883.....	10
Miles of track on same ballasted during 1883.....	5
Number of new ties put in on same during 1883, (in construction).....	110,880
Miles of fencing on same at close of 1883.....	4.13
Miles of fencing on same, built during 1883.....	4.13
Number of highway crossings, at grade.....	209
Number of highway crossings under railroad.....	1
Number of railroad crossings, at grade.....	1
Number of railroad crossings over other railroads.....	
Number of railroad crossings under other railroads.....	
Number of cattle guards.....	119
Average number of men in section gangs, including foreman.....	7
Average number of miles of line to each gang.....	7.7
Number of stations on lines operated in Missouri.....	18
Miles of track abandoned or taken up during year.....	

BRIDGES.

Iron truss, 6; total length, 618 feet; built in 1883, 2—150 feet.

Wooden trestle or pile, 45; total length, 5,530 feet; built in 1883, 3—
368 feet.

Open culverts, 78; built in 1883, 31.

Stone arch and box culverts, 255.

ROLLING STOCK.

Locomotives.....	10
Passenger cars	3
Box freight cars.....	325
Platform or flat cars	115
Way cars or cabooses.....	8
All other cars	5
Number of locomotives equipped with train brakes.....	
Number of passenger cars equipped with train brakes.....	3
Number of freight cars equipped with automatic brakes.....	
Number of passenger cars equipped with safety platform and coupling.....	3
Miles of telegraph line in Missouri owned by company jointly with Western Union Telegraph Company.....	138.76
Miles of telegraph line in Missouri operated on line of company.....	138.76

PROPER ADDRESS OF THE COMPANY:

Kansas City, Springfield and Memphis Railroad Company, Kansas City, Mo.

KANSAS CITY, ST. JOSEPH AND COUNCIL BLUFFS RAILROAD CO.

STOCK.

Amount of capital stock subscribed—	
Kansas City, St. Jo and Council Bluffs, common..	\$5,284,656 71
Nodaway Valley, common	224,000 00
Tarkio Valley, common.....	248,000 00
Total.....	\$5,756,656 71
Number of shares—	
Kansas City, St. Jo and Council Bluffs, common.	52,846
Nodaway Valley, common.....	2,240
Tarkio Valley, common	2,480
Par value thereof, \$100.	
Amount of stock paid in.....	5,756,656 71

ASSETS AND LIABILITIES.

Amount of assets.....	13,072,594 56
Amount of liabilities.....	11,691,175 77

OFFICERS.

Henry Parkman.....	Director.....	Boston, Mass.
E. E. Pratt.....	Director	Boston, Mass.
W. J. Ladd.....	Director.....	Boston, Mass.
A. G. Stanwood.....	Director.....	Boston, Mass.
R. C. Watson.....	Director.....	Boston, Mass.
N. H. Stone.....	Director.....	Boston, Mass.

W. W. Baldwin.....	Director.....	Burlington, Ia.
J. F. Barnard.....	Director.....	St. Joseph, Mo.
C. M. Carter.....	Director.....	St. Joseph, Mo.
Henry Parkman.....	President.....	Boston, Mass.
A. G. Stanwood.....	Secretary.....	Boston, Mass.
E. E. Pratt.....	Treasurer.....	Boston, Mass.
T. J. Potter.....	General Manager.....	Chicago, Ills.
J. F. Barnard.....	General Superintendent.....	St. Joseph, Mo.
E. J. Swords.....	General Ticket Agent.....	St. Joseph, Mo.
A. C. Dawes.....	Gen'l Pass. and Freight Agt..	St. Joseph, Mo.
C. M. Carter	Auditor and Asst. Treasurer..	St. Joseph, Mo.
C. C. Chandler.....	Chief Engineer.....	St. Joseph, Mo.

DEBT.

Amount of funded debt—		
K. C. & St. Jo & C. B. R. R., 7 per cent., 30 year, due 1907, 1st mortgage bonds.....	\$5,000,000 00	
Nodaway Valley R. R., 7 per cent., 40 year, due 1920, 1st mortgage bonds.....	3,580,000 00	
Tarkio Valley R. R., 7 per cent., 40 year, due 1920, 1st mortgage bonds.....	3,970,000 00	
Old income bonds outstanding.....	674 51	
Old C. B. & St. Jo R. R. bond outstanding.....	500 00	
Total debt.....	\$5,756,174 51	

VALUES (in Missouri.)

Estimated value of road-bod, including iron (or steel) and bridges—		
Main line.....	\$634,530 00	
Hopkins Branch.....	166,280 00	
Nodaway Valley Branch.....	66,495 00	
Tarkio Valley Branch.....	53,010 00	
Atchison Branch.....	3,510 00	
Total.....	\$923,825 00	
Estimated value of rolling stock.....	463,091 17	
Estimated value of station buildings and fixtures, whole line, including water tanks.....	38,140 00	
Estimated value of other property on each line.....	34,815 00	
Total value in Missouri.....	\$1,459,871 17	

TRACK (IN MISSOURI.)

Length of single track on main line, miles.....	146.16
Length of branches—	
Atchison Branch, miles.....	1.19
Hopkins Branch, miles.....	50.44
Nodaway Valley Branch, miles.....	31.54
Tarkio Valley and Nebraska Branch, miles.....	25.42
St. Joseph Branch, miles.....	8.87
Aggregate length of sidings in Missouri.....	36.86
Aggregate length of sidings and other tracks enumerated.....	300.72

MOVEMENT OF FREIGHT.

Number of tons of through freight carried.....	823,617
Number of tons of local freight carried.....	2,458

EARNINGS.

From transportation of passengers.....	\$551,825 49
From transportation of freight.....	1,425,584 68
From other sources.....	153,531 09
Total.....	\$2,130,941 26

82 per cent. is earned in Missouri.

EXPENSES.

Amount of expenses incurred in running and management of all trains.....	\$100,467 99
Expenses incurred in the running and management of road—	
Salaries of officers.....	18,399 84
Salaries and incidentals of stations, including telegraphing.....	238,582 98
Salaries and incidentals of water stations.....	18,340 20
Office expenses, general salaries and miscellaneous.....	88,014 96
Amount expended for repairs.....	209,072 41
Repairs and renewal of bridges.....	40,439 19
Ties and iron or (steel).....	40,495 06
Amount expended for other improvements.....	12,685 19
Amount expended for motive power.....	258,473 37
Amount expended for cars, all kinds.....	132,426 54
Amount expended for station houses and all other buildings.....	27,334 21
All other expenditures in running and management of road.....	45,731 36
Total.....	\$1,230,463 30

EXPRESS COMPANIES.

What express companies run on the road?

American and United States.

On what terms and conditions?

Pay a fixed sum for transportation within and up to a fixed limit of weights, and one and one-half first-class rates on excess.

What kind of business is done by them?

Transportation of parcels and money.

What freight and transportation companies run on the road?

None.

What running arrangements has the company with other railroad companies?

The passenger and freight trains of Chicago, Burlington and Quincy Railroad and this company run jointly between Atchison, Missouri and Creston, Iowa; between Villiseca and St. Joseph, and between Clarinda and Corning. Each company pays its proportion of expenses of running same.

EARNINGS.

Total main and branch lines.....	\$2,130,941 26
Main line, per mile of road.....	8,094 11
Main line, total.....	1,192,726 91
Hopkins Branch, per mile of road.....	6,638 02
Hopkins Branch, total.....	334,853 89
Nodaway Valley Branch, per mile of road.....	3,259 88
Nodaway Valley Branch, total.....	102,835 52
Tarkio Valley Branch.....	2,860 21
Tarkio Valley Branch, total.....	72,735 02
St. Joseph and Nebraska Branch, per mile of road.....	982 62
St. Joseph and Nebraska Branch, total.....	8,723 70

EXPENSES.

Total expenses main and branch lines, exclusive of taxes.....	1,230,463 30
Main line, per mile of road.....	4,840 78
Main line, per cent. of earnings.....	59.8
Main line, total.....	713,326 59
Hopkins Branch, per mile of road.....	2,885 38
Hopkins Branch, per cent. of earnings	43.5
Hopkins Branch, total.....	145,552 58
Nodaway Valley Branch, per mile of road.....	1,925 22
Nodaway Valley Branch, per cent. of earnings.....	59
Nodaway Valley Branch, total.....	60,732 86
Tarkio Valley Branch, per mile of road.....	1,652 46
Tarkio Valley Branch, per cent. of earnings.....	57.7
Tarkio Valley Branch, total.....	42,021 96
St. Joseph and Nebraska Branch, per mile of road.....	2,050 13
St. Joseph and Nebraska Branch, per cent of earnings.....	208.6
St. Joseph and Nebraska Branch, total	18,201 04

Amount paid other companies as rent for use of road, bridges or equipment.

Rent of Kansas City bridge, \$20,000 per annum is included in above expenses.

GENERAL BALANCE SHEET,

At closing of accounts, December 31st, 1883—

DR.

Cost of road.....	\$10,824,884 21
Cost of equipment.....	1,360,218 75
Supplies and materials on hand.....	163,730 99

Cash, cash assets and other items, specifying same—

Real estate, St. Joseph, for depot purposes.....	\$ 77,176 59
Cash on hand, St. Joseph	43,356 53
Cash on hand, Boston.....	333,909 81
Stock of Union Depot Companies, etc.....	92,601 20
St. Joseph and Nebraska R. R. securities.....	131,700 00
Amount due from U. S. Government.....	13,143 48
Bills receivable.....	20,000 00
Balance of open accounts.....	11,873 00
	723,760 61

Total.....	\$13,072,594 56
------------	-----------------

CR.

Capital stock.....	5,756,656 71
Funded debt.....	5,756,174 51

Other debts, specifying same—			
Interest accrued and payable.....	\$ 178,344 55		
Surplus.....	1,381,418 79		
			1,559,763 34
Total.....			\$13,072,594 56
NET INCOME, DIVIDENDS, ETC.			
Total net income.....			462,956 71
Percentage of same to capital stock and net debt.....			4.02 per cent.
Percentage of same to total property and assets.....			3.54 per cent.
Interest accrued during the year—			
On funded debt.....	\$ 403,585 00		
Surplus at commencement of the year.....			918,462 08
Total surplus, December 31, 1883.....			1,381,418 79
State actual amount per share, paid in, in cash or its equivalent on the different classes of stock of lines owned by the company.			
\$100.00 per share.			
State per cent. of face value of bonds of the lines owned by the company, actually received by company, in cash or its equivalent.			
100 per cent.			
Cost of road, equipment and property—			
Main Line and Hopkins Branch.....	\$ 9,565,130 64		
Tarkio Valley Branch.....	615,744 28		
Nodaway Valley Branch.....	644,009 29		
Total cost of construction.....	\$10,824,884 21		
Total for equipments.....			1,360,218 75
Lands in St. Joseph, valued at.....			77,176 59
Stock of St. Joseph & Nebraska R. R.....			131,700 00
Stock of N. V. & T. V. Railroads.....			63,000 00
Stock of Union Depot Companies, etc.....			29,601 20
Current balance.....			45,016 48
Total for property acquired, etc.....	\$12,531,597 23		
Amount of supplies and material on hand.....			163,730 99
Cash and cash assets.....			377,266 34
Total property and assets of company.....			\$13,072,594 56
TAXES.			
Taxes paid in Missouri—			
State	\$ 7,884 74		
Local.....	28,190 08		
Total.....			\$ 36,074 82
Expenditures charged to property account during the year—			
Main Line and Hopkins Branch.....			45,360 25
Machine shops, new tools and machinery.....			462 57
Land purchased at St. Joseph for depot purposes.....			18,805 10
Total.....			\$ 64,627 92
Property sold and credited to property account—			
Land at St. Joseph.....			2,000 00
Net addition to property account for the year.....			\$ 62,627 92

Description of lines operated in Missouri by the company:

Miles of steel rail on lines operated in Missouri at close of year 1882..	203.93
Miles of steel rail on same laid during 1883.....	4.52
Number of new ties put in on same during 1883.....	56,862
Miles of fencing on same at close of 1882.....	394.65
Miles of fencing on same built during 1883.....	32.37
Number of highway crossings at grade.....	203
Number of highway crossings under railroad.....	2
Number of highway crossings over railroad.....	3
Number railroad crossings at grade.....	5
Number railroad crossings under other railroads	1
Number of cattle guards.....	503
Average number of men in section gangs, including foreman.....	7
Average number of miles of line to each gang.....	5
Number of stations on lines operated in Missouri.....	49

BRIDGES.

Bridges.	Total number.	Built during 1883.
Iron truss.....	22	.....
Iron girder.....	3	.....
Iron girder forming approaches to truss bridge.....	7	.....
Wooden truss.....	37	185 feet
Wooden girder.....	10	.....
Wooden trestle or pile.....	235	658 feet
Open culverts, or short single span pile bridges.....	88	.....
Totals.	402	843 feet.

MISSOURI TONNAGE CLASSIFIED.

Tons of wheat.....	55,545
Tons of corn.....	96,390
Tons of other grain.....	11,336
Tons of cattle.....	40,970
Tons of hogs.....	53,340
Tons of other animals.....	5,180
Tons of potatoes.....	10,603
Tons of lumber and forest products.....	208,709
Tons of coal.....	66,640
Tons of plaster, lime and cement.....	4,620
Tons of steel and iron rails.....	45
Tons of petroleum.....	12
Tons of ties and piling.....	3,354
Tons of wood.....	24,232
Tons of packing house products.....	10,325
Tons of oil.....	1,980
Tons of flour.....	28,237½
Tons of salt.....	6,300
Tons of iron, steel and castings.....	5,334
Tons of stone, brick and sand.....	5,850
Tons of agricultural implements.....	10,860
Tons of general merchandize and articles not enumerated.....	176,212

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	506,010
Rate of speed of passenger trains, including stops, miles per hour..	25
Rate of speed of accommodation trains, including stops, miles per hour.....	20
Miles run by freight trains.....	595,774
Rate of speed of express freight trains, including stops, miles per hour.....	15
Rate of speed of accommodation freight trains, including stops, per miles per hour.....	15
Miles run by other trains, switching and construction.....	475,540
Total train miles run.....	1,577,324
Total number of passengers carried.....	390,784
Total passenger mileage, or passengers carried one mile.....	18,893,202
Passenger mileage to and from other roads, cannot state.	
Number of tons carried.....	894,426
Total freight mileage, or tons carried one mile.....	78,392,212
Freight mileage to and from other roads, cannot state.	
Highest rate of fare per mile, for any distance (exceeding one mile) ..	4 cents.
Lowest rate of fare per mile, for any distance (single fare)	3 "
Average rate of fare per mile for all passengers.....	2.92 "
Average rate per ton per mile for all freight.....	1.6 "
Average number of cars in passenger trains, including baggage cars.	4
Average number of cars in freight trains.....	20
Number of persons regularly employed by company, including officials, average.....	1,325
Number of persons regularly employed by company in Missouri.....	1,250
Number of persons regularly employed in superintendence and repairs of bridges.....	75

ROLLING STOCK.

Locomotives	38
Passenger cars.....	21
Dining cars.....	
Official cars.....	1
Mail, baggage and express cars.....	11
Box freight cars.....	771
Stock cars.....	22
Stock cars, doubled decked.....	
Platform or flat cars.....	42
Way cars or cabooses	19
Coal cars.....	122
All other cars.....	3
Total freight cars, all kinds.....	979
Number of locomotives equipped with train brakes.....	14
Number of passenger cars equipped with train brakes.....	33
Number of freight cars equipped with train or automatic brakes.....	
Number of passenger cars equipped with safety platform and coupling.	20

Persons killed or injured on lines in Missouri during year 1883—

Passengers killed.....	1
Employees killed.....	2
Others killed.....	2

Total..... 5

Passengers injured.....	8
Employees injured.....	66
Others injured.....	5

Total..... 79

State number of buildings erected in Missouri during 1883?
 Station houses, wooden, at Langdon and Winthrop.
 Agents' houses, wooden, at East Leavenworth.

Miles of telegraph line in Missouri owned by company.....	.....
Miles of telegraph line in Missouri operated on line of company.....	263.65

PROPER ADDRESS OF THE COMPANY.

Kansas City, St. Joseph & Council Bluffs Railroad Company, St. Joseph, Mo.

KANSAS CITY AND SOUTHERN RAILWAY COMPANY.

This company was organized by articles of association filed June 10, 1880, to build a railroad from Kansas City via Big Blue river, Mill Creek and Grand river to Clinton in Henry county. By certificate filed December 23, 1880, there is shown the purchase by this company of the road-bed, etc., of the Kansas City, Memphis & Mobile Railroad. By a copy of a resolution of the directors filed December 23, 1880, there is shown an extension of the line from Clinton to Osceola in St. Clair county. The purchase of the Kansas City & Bates County Railroad (which was organized as a branch to Rich Hill) is shown by certificate filed February 28, 1881, and the purchase of the Iron Mountain & Helena Railroad in Arkansas, is shown by certificate filed in Missouri April 5, 1882. By a resolution of the directors the line is extended from Osceola to the State line in Howell county, as shown by copy filed April 11, 1882.

STOCK.

Amount of capital stock authorized.....	,.....	\$2,900,000 00
Original stock subscribed.....		\$40,000 00
Number of shares subscribed, 8,400.		
Par value thereof, \$100.		

OFFICERS.

William Bailey.....	President.....	St. Louis, Mo.
Amos Tenney.....	Secretary.....	New York, N. Y.
W. C. Smith.....	Treasurer	New York, N. Y.
E. L. Martin.....	Local Treasurer.....	Kansas City, Mo.
D. Stillinger.....	Superintendent.....	Clinton, Mo.
G. W. Heylman.....	Chief Engineer.....	Clinton, Mo.

DIRECTORS.

William Bailey.....	St. Louis, Mo.
Amos Tenney.....	New York, N. Y.
E. L. Martin.....	Kansas City, Mo.
S. J. Clark.....	Helena, Ark.
J. C. Webb.....	Indianapolis, Ind.
E. G. Merriam.....	St. Louis, Mo.
J. H. Nash.....	Austin, Mo.
S. G. Wheeler	New York, N. Y.
J. W. Miller.....	Kansas City, Mo.

DEBT.

Amount of funded debt?

The first mortgage provides for \$20,000 per mile of first mortgage bonds, which can only be issued by trustees upon actually completed road, in lengths of five miles or more. These bonds bear 6 per cent. interest.

Farmer's Loan and Trust Company of New York, trustees.

TRACK (in Missouri).

Length of single track on main line, 9 miles.

Aggregate length of sidings, 1 mile.

Aggregate length of sidings and other tracks, 10.

This road is under construction and is in the hands of the contractor, and the rolling stock is leased from the U. S. Rolling Stock Company.

PROPER ADDRESS OF THE COMPANY.

Sheidley building, Kansas City, Mo.
Superintendent's office at Clinton, Mo.

THE MISSOURI PACIFIC RAILWAY COMPANY.

STOCK.

Amount of capital stock subscribed.....	\$29,962,125 00
Number of shares.....	299,621 4
Par value thereof, \$100 per share.	
Amount of stock paid in.....	29,962,125 00

ASSETS AND LIABILITIES.

Amount of assets (in gross).....	70,191,872 30
Amount of liabilities (in gross).....	65,127,308 91

DIRECTORS.

Jay Gould.....	New York, N. Y.
R. S. Hays.....	St. Louis, Mo.
A. L. Hopkins.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
F. L. Ames.....	Boston, Mass.
W. F. Buckley.....	New York, N. Y.
Sidney Dillon.....	New York, N. Y.
T. T. Eckert.....	New York, N. Y.
Geo. J. Forrest.....	New York, N. Y.
Samuel Sloan.....	New York, N. Y.
H. G. Marquand.....	New York, N. Y.
Geo. J. Gould.....	New York, N. Y.
S. H. H. Clark.....	Omaha, Neb.

OFFICERS.

Jay Gould	President.....	New York, N. Y.
R. S. Hays.....	1st Vice-President.....	St. Louis, Mo.
A. L. Hopkins.....	2nd Vice-President.....	New York, N. Y.
H. M. Hoxie.....	3rd Vice-President.....	St. Louis, Mo.
A. H. Calif.....	Secretary and Treasurer.....	New York, N. Y.
D. S. H. Smith	Ass't Sec'y and Local Treas'r..	St. Louis, Mo.
A. A. Talmage	General Transport'n Manager.	St. Louis, Mo.
J. C. Brown.....	General Solicitor.....	St. Louis, Mo.
C. G. Warner.....	General Auditor.....	St. Louis, Mo.
Geo. Olds.....	Freight Traffic Manager.....	St. Louis, Mo.

DEBT.

Amount of funded debt. (in detail)—

First mortgage Pacific Railroad of Missouri, due Aug. 1st, 1888, interest at 6 per cent.....	\$7,000,000 00
Second mortgage Pacific Railroad of Missouri, due July 1st, 1891, interest at 7 per cent	2,573,000 00
Real estate security Pacific Railroad of Missouri, due May 1st, 1892, interest at 8 per cent	800,000 00
First mortgage Pacific Railroad of Missouri, Carondelet Branch, due April 1st, 1894, interest at 6 per cent.....	245,000 00
Third mortgage The Missouri Pacific Railway, due November 1st, 1906, interest at 7 per cent.....	3,828,000 00
First mortgage The Missouri Pacific Railway, Lexington Divi- sion, due August 1st, 1920, interest at 5 per cent.....	650,000 00
First mortgage Wyandotte, K. C. & N. W. Railway, due Jan- uary 2d, 1894, interest at 7 per cent.....	4,000 00
First mortgage Missouri River Railroad, due January 1st, 1886, interest at 7 per cent.....	205,000 00
First mortgage Leavenworth, Atchison & Northwestern Railway, due October 1st, 1889, interest at 7 per cent.....	190,000 00
Consolidated mortgage The Missouri Pacific Railway, due Novem- ber 1st, 1920, interest at 6 per cent.....	10,700,000 00
St. Louis County Loan, interest at 7 per cent.....	700,000 00
Total.....	\$26,895,000 00
Interest accrued during the year.....	\$1,667,880 00

Amount of floating debt, (in detail)—

Interest due and accrued.....	\$ 496,433 32
Pay checks outstanding.....	375,567 28
Hospital.....	65,911 45
Accounts payable.....	7,332,271 86

Total debt..... \$35,165,183 91

VALUES (in Missouri).

Estimated value of road-bed, including iron (or steel) and bridges—

Main Line.....	2,266,960 00
Branches.....	1,088,660 00
Estimated value of rolling stock.....	1,749,575 00

Estimated value of station buildings and fixtures—

Main Line.....	\$7,500 00
Branches.....	19,370 00

Estimated value of other property on each line—

Main Line.....	20,000 00
Branches.....	3,680 00

Total value in Missouri..... \$5,235,745 00

TRACK (in Missouri.)

Length of single track on main line..... 283 miles.

Length of double track on main line..... 7 "

Total..... 290 miles.

Length of branches, (state each branch separately)—

Kirkwood to Carondelet.....	13 miles.
Laclede to Creve Cœur Lake.....	12 "
Jefferson City to Cooper.....	40 "
Boonville to Versailles.....	44 "
Sedalia to Lexington	55 "
Lexington to Independence.....	33 "
Holden to West Line.....	37 "
Pleasant Hill to Joplin.....	133 "
Warrensburg to Stone Quarry.....	3 "
Glencoe to Lime Kilns.....	4 "
Poplar Street Track, St. Louis.....	1 "
Atchison to St. Joseph.....	21 "

396 miles.

Total..... 686 miles.

State whether branches have single or double track.

All single track.

Aggregate length of sidings..... 172 miles.

Aggregate length of sidings and other tracks enumerated..... 858 miles.

MOVEMENT OF FREIGHT.

Number of tons of through freight carried during the (calendar) year preceding the making of this statement..... 1,103,745

Number of tons of local freight carried during the same time..... 2,151,909

EARNINGS.

From the transportation of passengers during the year.....	\$2,059,387 21
From the transportation of freight during the year.....	6,334,215 32
From other sources during the year.....	591,349 72
Total.....	\$8,984,952 25
68.59 per cent. is earned in Missouri.	

EXPENSES,

Conducting transportation.....	1,611,517 77
Motive power.....	1,397,724 24
Maintenance of way.....	1,306,684 93
Maintenance of cars.....	392,970 22
General expenses.....	148,420 36
Total.....	\$4,857,317 52

EXPRESS COMPANIES.

What express companies run on the road?

Pacific Express Company.

And on what terms and conditions?

Percentage of net earnings based on gross earnings.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

None as such.

What running arrangements has the company with other railroad companies?

Joint use of Hannibal & St. Joseph Railroad track from Winthrop to St. Joseph.

LINES OPERATED, STATING EACH LINE SEPARATELY.

NAME OF LINES.	Owned or leased.	Total length.	Length in Missouri.	DOUBLE TRACK.		SIDINGS.	
				Total.	In Mo.	Total.	In Mo.
From St. Louis to Omaha, 17 leased, 479 owned.....	Leased..	496	283	7	7	154	119.....
From Atchison to St. Joseph.....	Owned..	21	21	.....	.....	14	14.....
From Kirkwood to Carondelet.....	Owned..	13	13	.....	.....	1	1.....
From Lacled to Creve Coeur	Owned..	12	12	.....	.....	2	2.....
From Jefferson City to Cooper	Owned..	40	40	.....	.....	2	2.....
From Bonnville to Versailles.....	Leased..	44	44	.....	.....	2	2.....
From Sedalia to Lexington.....	Owned..	55	55	.....	.....	4	4.....
From Lexington to Independence.....	Owned..	33	33	.....	.....	4	4.....
From Holden to LeRoy Junction, 54 leased, 61 owned.....	Owned..	115	37	.....	.....	8	3.....
From Osawatomie Junction to Ottawa	Owned..	20	20	.....	.....	1	.....
From Pleasant Hill to Joplin	Owned..	133	133	.....	.....	18	18.....
From Warrensburg to Stone Quarry	Owned..	3	3	.....	.....	4	4.....
From Glencoe to Lime Kilns.....	Owned..	4	4	.....	.....	1	1.....
Poplar street track St. Louis.....	Owned..	1	1	.....	.....	.....	.....
Totals.....		990	679	7	7	213	. 172

EARNINGS.

Total main and branch lines.....	\$8,984,952 25
Main and branch lines, per mile of road.....	9,599 30
Main and branch lines, per train mile all trains.....	1 65
Income derived from rent of property other than road and equipment—	
Osage Division M. K. & T. R'y.....	47,631 27
Income derived from investments in stocks, bonds, etc.—	
Dividends, etc.....	369,091 89
Sundry credits to income account.....	44,602 71
Total income.....	<u>\$9,446,278 12</u>

EXPENSES.

Total expenses main and branch lines.....	\$4,857,317 52
Taxes, State and local.....	203,031 53
Main and branch lines, per mile of road.....	5,189 44
Main and branch lines, per train mile all trains, cents.	89
Main and branch lines, per cent. of earnings.....	54 ⁶⁶
Amount paid other companies as rent for use of road, bridges or equipment, specifying each company with amount and basis on which rent is computed. Rentals, leased lines—	
Boonville, St. Louis & Southern Railway, Boonville to Versailles.....	\$25,000 00
Hannibal & St. Joseph Railroad track, Winthrop to St. Joseph.....	13,500 00
Osage Division M., K. & T. Railway, Holden to Paola.....	40,000 00
C. B. U. P. Railroad, Atchison to C. B. Junction.....	10,000 00
Union Pacific Railway, Papillion to Omaha....	25,000 00
Sundry debits to income account.....	<u>113,500 00</u>
Total expenses.....	<u>77,808 66</u>

GENERAL BALANCE SHEET,

At closing of accounts, Dec. 31, 1883—

DR.

Cost of road.....		{	\$39,287,151 42
Cost of equipment.....			23,175,781 37
Other investments.....			1,185,717 92
Supplies and materials on hand.....			
Cash, cash assets and other items, specifying same—			
Cash in St. Louis.....	\$111,972 60		
Cash in transitu, accounts of agents,	667,077 42		
			8779,050 02
Balance due from corporations, companies and individuals.....			5,764,171 57
Total.....			<u>6,543,221 59</u>

CR.

Capital stock.....		\$29,962,125 00
Funded debt.....		26,895,000 00

Other debts, specifying same--		
Interest due and accrued	\$ 496,433 32	
Amount due corporations, railroads and individuals.	7,773,750 59	
Balance of income account due Dec. 31st, 1883, surplus.....		8,270,183 91
Total.....		5,064,563 39
NET INCOME, DIVIDENDS, ETC.		
Total net income.....		4,194,620 41
Percentage of same to capital stock and net debt.....	7.294	
Percentage of same to total property and assets.....	5.975	
Interest accrued during the year—		
On funded debt.....	\$ 1,667,880 00	
Total.....		1,667,880 00
Dividends declared, 7 per cent. for the year, amount.....		2,097,338 97
Date of last dividend declared to be payable January 2, 1884.		
Balance for the year, or surplus.....		429,401 44
Surplus at commencement of the year.....	4,635,161 95	
Surplus at commencement of the year as changed by aforesaid entries.....		4,635,161 95
Total surplus, December 31, 1883.....		5,064,563 39
COST OF ROAD, EQUIPMENT AND PROPERTY.		
Total cost of construction and equipment.....		39,287,151 42
Lands valued at.....		451,335 46
Stocks, bonds, etc.....		22,724,445 91
Total for property acquired, etc.....		\$23,175,781 37
Whole amount of permanent investment.....		62,462,932 79
Amount of supplies and material on hand.....		1,185,717 92
Cash and cash assets.....		6,543,221 59
Total property and assets of company.....		\$70,191,872 30
TAXES.		
Taxes paid in Missouri.....		148,166 02
Expenditures charged to property account during the year—		
For construction.....		130,033 76
For rolling stock.....		87,959 78
Net addition to property account for the year.....		\$217,993 54
Description of lines operated in Missouri by the company.		
Miles of steel rail on lines operated in Missouri at close of year 1883		472. ³³⁶⁵ ₅₂₈₀
Miles of steel rail on same laid during 1883.....		45. ²⁹¹ ₅₂₈₀
Miles of new iron rail on same laid during 1883.....		
Miles of track on same ballasted at close of 1883.....		149. ¹¹⁰⁰ ₅₂₈₀
Miles of track ballasted during 1883.....		42. ⁴⁴⁴⁴ ₅₂₈₀
Number of new ties put in on same during 1883.....		252,829
Miles of fencing on same at close of 1883.....		479. ¹⁹⁴³ ₅₂₈₀
Miles of fencing on same built during 1883.....		84. ⁵²⁸⁰ ₅₂₈₀
Number of highway crossings at grade.....		403
Number of highway crossings under railroad.....		3
Number of highway crossings over railroad.....		14
Number of railroad crossings at grade.....		10
Number of railroad crossings over other railroads.....		2
Number of railroad crossings under other railroads.....		1

DESCRIPTION OF LINES, ETC.—Continued.

Number of cattle guards.....		1,008
Average number of men in section gangs, including foreman.....		6
Average number of miles per line to each gang.....		5.8
Number of stations on lines operated in Missouri.....		154
Miles of track (main or branch lines) abandoned or taken up during year.....		

BRIDGES.

	Total number.	Total length.	Built during 1883.
Iron truss.....	24	4,737 feet.	413 feet.
Iron girder.....	8	576 "	313 "
Combination truss.....	57	6,300 "	974 "
Wooden truss.....	43	3,830 "	259 "
Wooden girder.....	63	1,923 "	21 "
Wooden trestle or pile.....	384	34,642 "	5,309 "
Stone arch culverts.....	156	.....	.....
Stone box culverts.....	610	.....	.....
Totals.....	1,345	.....	.....

TONNAGE CLASSIFIED.

Tons of wheat. }	Bulk grain.....	819,997
Tons of corn. }	.....	128,899
Tons of flour and grain.....		369,424
Tons of live stock.....		101,827
Tons of agricultural products.....		367,765
Tons of lumber and forest products.....		472,478
Tons of coal.....		23,767
Tons of iron ore.....		27,743
Tons of pig iron.....		943,754
Total		3,255,654

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	1,529,023
Rate of speed of express passenger trains, including stops, per hour.....	25 miles.
Rate of speed of accommodation trains, including stops, per hour.....	19 "
Miles run by freight trains.....	3,895,835
Rate of speed of express freight trains, including stops, per hour.....	10 miles.
Rate of speed of accommodation freight trains, including stops, per hour.....	8½ "
Miles run by other trains.....	177,380
Total train miles run.....	5,602,258
Total number of passengers carried.....	1,549,775
Total passenger mileage, or passengers carried one mile.....	76,809,631
Number of tons carried.....	3,255,654
Total freight mileage, or tons carried one mile.....	439,295,338
Highest rate of fare per mile, for any distance (exceeding one mile.)	4 cents.
Lowest rate of fare per mile for any distance (single fare).....	2.58 "

MILEAGE, TRAFFIC, ETC.—Continued.

Average rate of fare per mile for passengers on commutation tickets	1.32	cents.
Average rate of fare per mile for all passengers.....	2.68	"
Highest rate of freight per ton per mile for any distance.....	48	"
Lowest rate of freight per ton per mile for any distance .....	.35	"
Average rate of local freight per ton per mile on roads operated by this company.....	1.61	"
Average rate per ton per mile for all freight.....	1.44	"
Average number of cars in passenger trains, including baggage cars		4.6
Average rate of cars in freight trains.....		26.3
Number of persons regularly employed by company, including officials		4,363
Number of persons regularly employed by company in Missouri.....		3,768
Number of persons regularly employed in superintendence and re- pairs of bridges.....		203

ROLLING STOCK.

Locomotives.....	155	
Passenger cars	79	
Official cars.....	6	
Mail, baggage and express cars.....	29	
Box freight cars.....	2,441	
Stock cars.....	522	
Platform or flat cars.....	96	
Way cars or cabooses.....	104	
Coal cars	1,463	
All other cars	182	
Total freight cars, all kinds.....	4,754	
Number of locomotives equipped with train brakes.....	37	
Number of passenger cars equipped with train brakes.....	124	
Number of freight cars equipped with train or automatic brakes.....		
Number of passenger cars equipped with safety platform and coup- ling.....	124	

Persons killed or injured on lines in Missouri during year 1883—

Passengers killed.....		
Employees killed.....		18
Others killed.....		17

Total	35	
-------------	----	--

Passengers injured.....		
Employees injured.....		12
Others injured.....		14

Total.....	26	
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Miles of telegraph line in Missouri on lines of company.....	768.38	
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PROPER ADDRESS OF COMPANY.

The Missouri Pacific Railway Company, St. Louis, Missouri.

MISSOURI, KANSAS & TEXAS RAILWAY COMPANY.

STOCK.

Amount of capital stock subscribed—		
Common.....	\$46,405,000	00
Preferred	12,567	00
Total.....	\$46,417,567	00
Par value of shares, \$100.		
Amount of stock paid in.		\$46,417,567 00

ASSETS AND LIABILITIES.

Amount of assets (in gross).....	86,456,598	00
Amount of liabilities (in gross).....	90,367,382	00

DIRECTORS.

Jay Gould.....	New York, N. Y.
R. S. Hays.....	St. Louis, Mo.
N. L. McCready.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
Sydney Dillon.....	New York, N. Y.
F. L. Ames.....	Boston, Mass.
Samuel Sloan.....	New York, N. Y.
T. T. Eckert.....	New York, N. Y.
Wm. Bond.....	New York, N. Y.
Geo. J. Forest.....	New York, N. Y.
F. S. Bond.....	New York, N. Y.
T. W. Pearsall.....	New York, N. Y.
A. G. Dulman.....	New York, N. Y.
H. C. Cross.....	Emporia, Kas.
C. H. Pratt.....	Humboldt, Kas.
D. Kelso.....	Parsons, Kas.

OFFICERS.

Jay Gould.....	President	New York, N. Y.
R. S. Hays.....	1st Vice-President.....	St. Louis, Mo.
A. L. Hopkins.....	2nd Vice-President	New York, N. Y.
H. M. Hoxie.....	3rd Vice-President.....	St. Louis, Mo.
H. B. Hanson.....	Secretary and Treasurer.....	New York, N. Y.
D. S. H. Smith.....	Local Treasurer	St. Louis, Mo.
C. G. Warner.....	General Auditor.....	St. Louis, Mo.
A. A. Talmage.....	General Transport'n Manager.	St. Louis, Mo.
Geo. Olds.....	Freight Traffic Manager.....	St. Louis, Mo.

	DEBT.	
Amount of funded debt.....		\$41,560,590 00
Amount of floating debt.....		2,389,225 00
Total debt.....		<u>\$43,944,815 50</u>
	VALUES (in Missouri.)	
Estimated value of road-bed, including iron (or steel) and bridges.....		1,822,250 00
Estimated value of rolling stock.....		1,352,795 00
Estimated value of station buildings and fixtures.....		16,100 00
Estimated value of other property on line.....		12,800 00
Total value in Missouri.....		<u>\$3,203,945 00</u>
	TRACK (in Missouri.)	
Length of single track on main line.....		248 miles.
Length of double track on main line.....		None.
Aggregate length of sidings.....		41 miles.
Aggregate length of sidings and other tracks enumerated.....		289 miles.
	MOVEMENT OF FREIGHT.	
Number of tons of through freight carried during the year.....		874,475
Number of tons of local freight carried during the same time.....		1,256,419
	EARNINGS.	
From the transportation of passengers.....		\$1,750,676 28
From the transportation of freight.....		5,644,939 17
From other sources.....		447,896 16
Total.....		<u>\$7,843,511 61</u>
17.89 per cent. is earned in Missouri.		
	EXPENSES.	
Amount of expenses incurred during the year—		
Conducting transportation.....		1,385,609 85
Motive power.....		1,465,845 76
Maintenance of way.....		1,196,854 18
Maintenance of cars.....		449,812 96
General expenses.....		148,380 91
Total.....		<u>\$4,646,503 66</u>

EXPRESS COMPANIES.

What express companies run on the road?

The Pacific and Adams express companies.

And on what term and conditions?

The Pacific on percentage of net earnings based on gross earnings.

The Adams on unknown conditions.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

None.

MAIN AND BRANCH LINES.

Lines operated by the M., K. & T. Ry Co., stating each line separately.

R C	NAME OF LINES.	Owned or leased.	Total length.	Length in Missouri.	SIDINGS.	
					Total.	In Mo.
	From Hannibal, Missouri, to Denison, Texas.....	Owned....	375	248	76	41
	From Parsons, Kansas, to Junction City.....	..	157	.....	6	.....
	From Atoka, Ind. Ter., to coal mines.....	..	7	.....	1	.....
	From Savanah, Ind. Ter., to coal mines.....	..	1 $\frac{1}{2}$	.....	1	.....
	From Denison, Texas, to Mineola.....	..	103	.....	4	.....
	From McKinney, Texas, to Jefferson.....	..	155	.....	8	.....
	From Denison, Texas, to Taylor, 71 owned.....	..	258 $\frac{1}{2}$	.....	31	.....
	From Whitesboro, Texas, to Gainesville.....	..	16	.....	1	.....
	From Denton, Texas, to Dallas.....	..	39	.....	2	.....
	From Miller, Texas, to Belton.....	..	7	.....	1	.....
	From Trinity, Texas, to Ogden.....	..	67	.....	5	.....
	Totals.....		1,386	248	136	41

EARNINGS.

Transportation earnings.....	\$7,843,512 00
Transportation earnings, per mile of road.....	\$5,946 00
Transportation earnings, per train mile all trains.....	1 35
Income from other sources.....	85,890 00

Total income.....	\$7,929,402 00
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EXPENSES.

Transportation expenses.....	4,646,504 00
Transportation expenses, per mile of road.....	\$3,523 00
Transportation expenses, per train mile, all trains	0.80
Transportation expenses, per cent of earnings.....	.594
Taxes, State and local.....	124,079 00
Incidental expenses.....	294,904 00

Total expenses.....	\$5,065,387 00
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GENERAL BALANCE SHEET,

At closing of accounts, December 31, 1883—

DR.

Cost of road and equipment.....	\$66,330,948 00
Other investments.....	18,602,138 00
Cash, cash assets and other items.....	1,523,513 00
Balance income account.....	3,910,783 00

Total.....	\$90,367,382 00
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CR.

Capital stock.....	\$46,417,567 00
Funded debt.....	41,560,590 00
Other debts.....	2,389,225 00

Total.....	\$90,367,382 00
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NET INCOME, DIVIDENDS, ETC.

Total net income.....	\$2,864,015 00
Percentage of same to capital stock and net debt.....	3 $\frac{1}{4}$
Percentage of same to total property and assets.....	3 $\frac{1}{2}$
Balance for the year, or surplus.....	371,498 00
Deficit at commencement of the year.....	\$4,282,281 00
Deficit at close of year.....	3,910,783 00

COST OF ROAD, EQUIPMENT AND PROPERTY.

Total construction and equipment.....	\$66,330,948 00
Total lands	117,728 00
Total stocks, bonds and other securities	18,484,410 00
Total cash assets	1,523,512 00

Total property and assets.....	\$86,456,598 00
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TAXES.

Taxes paid in Missouri.....	46,304.13
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Description of lines operated in Missouri.

Miles of steel rail on lines operated in Missouri at close of year 1883	241.56
Miles of steel rail on same laid during 1883.....	14.11
Miles of new iron rail on same laid during 1883.....	.....
Miles of track on same ballasted at close of 1883.....	39.22

Description of lines operated in Missouri.—Continued.

Miles of track on same ballasted during 1883.....	4.90
Number of new ties put in on same during 1883.....	80,821
Miles of fencing on same at close of 1883.....	340.95
Miles of fencing on same built during 1883.....	29.25
Number of highway crossings at grade.....	310
Number of highway crossings under railroad.....	
Number of highway crossings over railroad.....	3
Number of railroad crossings at grade.....	5
Number of railroad crossings over other railroads.....	
Number of railroad crossings under other railroads.....	
Number of cattle guards.....	451
Average number of men in section gangs, including foreman.....	5.6
Average number of miles of line to each gang.....	6
Number of stations on lines operated in Missouri.....	49
Miles of track (main or branch lines) abandoned or taken up during year	

BRIDGES.

	Total number.	Total length.	Built during 1883.
Iron truss.....	5	1,899 ft.	933 feet.
Combination truss.....	21	2,331.97 ft.	199 feet.
Wooden truss	12	1,596.08 ft.	
Wooden Girder.....	15	607 ft.	
Wooden trestle or pile	115	11,316.75 ft.	372 feet.
Stone arch culverts	6	.....
Stone box culverts.....	330	.....

MILEAGE, TRAFFIC, ETC.

Highest rate of fare per mile, for any distance (exceeding one mile).....	4 cents.
Lowest rate of fare per mile, for any distance (single fare).....	3 "
Average rate of fare per mile for all passengers.....	2.97 "
Highest rate of freight per ton per mile for any distance.....	46. "
Lowest rate of freight per ton per mile for any distance.....	0.42 "
Average rate of local freight per ton per mile on roads operated by this company.....	1.45 "
Average rate per ton per mile for all freight	1.34 "
Average number of cars in passenger trains, including baggage cars..	4.3
Average number of cars in freight trains.....	20.4
Number of persons regularly employed by company, including officials	4,257
Number of persons regularly employed by company in Missouri.....	1,126
Number of persons regularly employed in superintendence and repairs of bridges.....	222
Persons killed or injured on lines in Missouri during year 1883—	
Killed, passengers.....	1
Killed, employees.....	2
Killed, others.....	2
Total.....	5

Injured, employees.....	6
Injured, others.....	2
Total.....	8

PROPER ADDRESS OF THE COMPANY:

Missouri, Kansas and Texas Railway Company, St. Louis, Missouri.

SEDALIA, WARSAW & SOUTHERN RAILWAY,

(Operated by the Missouri Pacific Railway Company.)

STOCK.

Amount of capital stock subscribed.....	\$ 327,859 50
Number of shares, 3,278.	
Par value thereof, \$100 per share.	

Amount of stock paid in.....

299,703 35

OFFICERS.

Jay Gould.....	Director and President.....	New York, N. Y.
R. S. Hays.....	Director and Vice-President	St. Louis, Mo.
D. S. H. Smith.....	Director and Treasurer	St. Louis, Mo.
C. G. Warner.....	Director.....	St. Louis, Mo.
Carlos S. Greeley.....	Director.....	St. Louis, Mo.
D. M. Edgerton.....	Director.....	St. Louis, Mo.
J. H. Dowland.....	Secretary and Acting Auditor....	Sedalia, Mo.

Road operated by the Missouri Pacific Railway Company, as the "Warsaw Section" of their "Kansas and Texas Division," and managed by their officers.

DEBT.

Amount of funded debt—		
First mortgage bonds.....		\$ 338,000 00
338 thirty year bonds of \$1,000 each, dated May 1, 1880, due May 1, 1910, interest 6 per cent. coupons due May 1 and Nov. 1, of each year.		
Interest due on bonds.....	\$ 67,620 00	
Interest accrued.....	3,380 00	
Pay rolls.....	1,351 40	
		72,351 40
Total debt.....		\$ 410,351 40

VALUES.

Estimated value of road-bed, including iron (or steel) and bridges.	\$ 63,030 00
Estimated value of rolling stock.....	7,655 00
Estimated value of station buildings and fixtures.....	1,700 00

Total value in Missouri..... \$72,385 00

TRACK (in Missouri.)

Length of single track on main line.....	42.02 miles.
Aggregate length of sidings.....	1.04 "
Aggregate length of sidings and other tracks enumerated.....	43.06 "

MOVEMENT OF FREIGHT.

Number of tons of through freight carried during the year..... 13,403

EARNINGS.

From transportation of passengers.....	\$ 12,495 88
From transportation of freight.....	19,226 30
From other sources.....	2,489 00

Total..... \$34,211 18

EXPENSES.

Amount of expenses incurred in running and management of trains. \$6,627 53
All trains are mixed freight and passenger, except extra freight trains.

Expenses incurred in the running and management of the road—	
For maintenance of operation of motive power.....	6,309 40
For maintenance of cars	1,472 64
For salaries of officers	1,800 00
For taxes	2,205 19
For insurance, clerical labor and other general expenses.....	912 45
Amount expended for repairs, etc.....	5,219 33
Repairs and renewals of bridges.....	488 70

Total..... \$ 25,035 24

RATES.

Rates of fare for passengers for each month during the year—
Four (4) cents per mile uniformly for adults. No through rates.
All business local.

EXPRESS COMPANIES.

What express companies run on the road?

Pacific Express Company.

On what terms and conditions?

Under contracts with the Missouri Pacific Railway Company.

What freight and transportation companies run on the road?

None.

Lines operated by the company?

None. Its own line is controlled and operated by the Missouri Pacific Railway Company.

EARNINGS.

Total main and branch lines.....	\$ 34,211 18
Per mile of road.....	814 55
Per train mile, all trains.....	.33

EXPENSES.

Total expenses main and branch lines.....	25,035 24
Per mile of road.....	596 07
Per train mile, all trains.....	.24
Per cent. of earnings.....	73

GENERAL BALANCE SHEET.

At closing of accounts Dec. 31, 1883.

DR.

Cost of road.....	\$ 621,984 06
Cost of equipment.....	15,335 00
Supplies and materials on hand.....	2,378 53

Cash, cash assets and other items—

Cash on hand.....	\$ 8,260 32
Due from station agents.....	172 27
Due from Missouri Pacific Railway.....	164 63
Due from U. S. post office.....	922 96

9,520 18

Deficit, (balance income account,) as follows—

Interest on bonds.....	\$ 74,360 00
Operating expenses.....	65,548 17
Earnings.	\$ 139,908 17

79,071 19

60,836 98

Total..... \$ 710,054 75

CR.

Capital stock.....	\$ 299,703 35
Funded debt.....	338,000 00

Other debts, specifying same—

Interest due on bonds.....	\$ 67,620 00
Interest accrued on bonds.....	3,380 00
Pay rolls.....	1,351 40

72,351 40

Total..... \$ 710,054 75
Total surplus December 31st, 1883, none.

State actual amount per share paid in, in cash or its equivalent, on the different classes of stock of lines owned by the company?

Par value. The stock was partly issued to the Osage Valley Construction Company originally, and the cash subscriptions to the remainder turned over to them in part payment for old franchises and construction.

State actual market value per share of the different classes of stock of lines owned by the company, January 1, 1884?

Not listed on the Stock Exchange, and therefore has no fixed value at present.

State per cent. of face value of bonds on the lines owned by the company, actually received by the company, in cash or its equivalent?

The bonds were originally delivered to the Osage Valley Construction Company, I believe, under contract for building the road, in part payment for same. The road having changed hands more than once, the records of construction are not in the hands of the present owners, and all information on that subject is therefore only hearsay. The cost to present owners is given in the balance sheet.

State actual market value of the bonds of the lines owned by the company January 1st, 1884?

Do not know, believe there has been no sale since 1881.

Cost of road, equipment and property, S., W. & S. R'y, original cost—	
Bonds and cash	\$ 322,280 71
Capital stock.....	299,703 35
Built by Osage Valley Construction Company. Construction accounts not in our possession.	
Total cost of construction.....	\$ 621,984 06
EQUIPMENTS.	
Locomotives; number, 2.....	3,760 00
Passenger, mail and baggage cars and cabooses; number, 3.....	2,000 00
Freight and other cars; number, 46.....	9,575 00
Total for equipments.....	\$ 15,335 00
Total for property acquired.....	\$ 637,319 06
Whole amount of permanent investment.....	637,319 06
Property in Missouri, all—	
Amount of supplies and materials on hand.....	2,378 53
Cash and cash assets.....	9,520 18
Total property and assets of company.....	\$ 649,217 77
TAXES.	
Taxes paid in Missouri in 1883—	
State.....	\$ 476 20
Local	1,728 99
	\$ 2,205 19
Description of lines operated in Missouri.	
Miles of track ballasted at close of 1883.....	2
Miles of fencing on same at close of 1883.....	2½
Miles of fencing on same built during 1883.....	½
Number of highway crossings at grade.....	68
Number of railroad crossings at grade.....	1
Number of cattle guards	118
Average number of men in section gangs, including foreman.....	4
Average number of miles of line to each gang.....	14
Number of stations, 5 stations and 6 flag stations.	
BRIDGES.	
Wooden truss, number 5; total length.....	560 feet.
Wooden trestle or pile, number 66; total length.	2,688 "
MISSOURI TONNAGE.	
Total tons.....	13,403

MILEAGE, TRAFFIC, ETC.

Miles run by passenger cars.....	26,604
Rate of speed, all trains, including stops, miles per hour.....	14
Miles run by freight cars.....	76,544
Miles run by other trains, specials for inspecting road.....	168
Total train miles run.....	103,148
Total number of passengers carried.....	11,679
Number of tons carried.....	13,403
Highest rate of fare per mile for any distance.....	4 cents.
Average rate of fare per mile for any distance.....	4 "
Average rate of fare per mile on commutation tickets.....	2 "
Average rate of fare per mile for all passengers.....	3 "
Highest rate of freight per ton per mile any distance.....	40 "
Lowest rate of freight per ton per mile any distance.....	2 "
Average rate of local freight per ton per mile, merchandise, 12 cents; car loads.....	5 "
Average number of cars in all trains.....	8
Number of persons regularly employed by company, including officials	27
Number of persons regularly employed by company in Missouri.....	27
Number of persons regularly employed in superintendence and repairs of bridges, (done by the Missouri Pacific Bridge and Building Department).....	

ROLLING STOCK.

Locomotives	2
Passenger cars.....	1
Mail, baggage and express cars.....	1
Box freight cars.....	14
Stock cars.....	9
Platform or flat cars.....	19
Way cars or cabooses.....	1
Coal cars.....	4
Number of locomotives equipped with train brakes?	
All hand brakes. No automatic.	
Number of passenger cars equipped with train brakes?	
All hand brakes.	
Number of passenger cars equipped with safety platform and coupling?	
All ordinary platforms and couplings.	
Persons killed or injured during the year.....	
Miles of telegraph line in Missouri owned by the company.....	
Miles of telegraph line in Missouri operated on line of company.....	42

PROPER ADDRESS OF THE COMPANY.

Sedalia, Warsaw & Southern Railway Company, Sedalia, Mo., care of J. H. Dowland, Secretary.

Line controlled and operated by the Mo. Pacific R'y Co. J. B. Van Dyne, Superintendent, Sedalia, Mo.

BOONVILLE, ST. LOUIS & SOUTHERN RAILROAD COMPANY.

STOCK.

Amount of capital stock authorized.....	\$1,000,000 00
Amount of capital stock subscribed.....	400,000 00
Number of shares.....	3,200
Par value thereof.....	\$125

OFFICERS.

H. Bunce.....	President.....	Boonville, Mo.
J. M. Nelson.....	Vice-President.....	Boonville, Mo.
Wm. Speed Stephens	Secretary and Treasurer.....	Boonville, Mo.

DEBT.

Amount of funded debt.....	\$400,000 00
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This road is under lease to the Missouri Pacific Railroad Company.

ST. LOUIS BRIDGE COMPANY.

STOCK.

Amount of capital stock of all grades.....	\$7,990,000 00
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DEBT.

First mortgage 7 per cent. bonds.....	5,000,000 00
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OFFICERS.

President.....	Julius Walsh.....	St. Louis, Mo.
V.-P., Sec'y and Treas...	Wm. Taussig.....	St. Louis, Mo.

The Tunnel Railroad of St. Louis is a separate property but under the same management as the bridge property.

The Union Railway & Transit Company's property is leased to the Bridge Company. This company was organized for the purpose of connecting the Tunnel Railroad with the Union Depot and transferring trains across the river.

The Terminal Railroad of St. Louis was afterwards organized for the purpose of obtaining additional tracks; and was also leased to the Bridge Company.

All these properties were leased by the Bridge Company to the Missouri Pacific and the Wabash, St. Louis & Pacific Railway Companies in 1881.

TRACK.

Miles owned in Mo. by Bridge and Tunnel companies.....	1.15
Miles owned in Mo. by Union Railway and Transit Co.....	3.03
Miles owned in Mo. by Terminal Railroad.....	1.60
Total.....	6.68

EARNINGS

For 1883 as reported by lessees—

From passengers.....	\$323,244 61
From freight.....	748,710 35
From other sources (mostly from upper roadway).....	369,932 60
Total.....	\$1,441,887 56

Railroad trains are moved through the bridge and tunnel by the motive power of the lessees of the bridge, and the charges are 25 cents on each passenger and 50 cents on each ton of freight. Empty cars not charged.

ST. JOE AND DESLOGES.

This railway is the property of two mining companies, and not of any railway company.

The line extends from Summit Station on the St. Louis, Iron Mountain & Southern Railway to Bonne Terre in St. Francois county.

GENERAL OFFICES AT BONNE TERRE, ST. FRANCOIS COUNTY.

President.....	J. Wyman Jones.
Superintendent.....	C. B. Parsons.

CHARACTERISTICS OF ROAD.

Miles of road.....	13
Miles of sidings.....	1
Gauge.....	3 feet.
Weight of rail.....	35 lbs per yard.

ROLLING STOCK.

Number of locomotives	3
Number of passenger cars.....	1
Number of box cars.....	2
Number of ore cars.....	50

ST. JOSEPH AND DES MOINES RAILROAD COMPANY.

STOCK.

Amount of capital stock subscribed.....	\$30,400 00
Number of shares.....	304
Par value thereof.....	\$100 00
Amount of stock paid in, owned by C., B. & Q. R. R. Co	30,400 00

ASSETS AND LIABILITIES.

Amount of assets.....	248,529 04
Amount of liabilities.....	218,375 52

OFFICERS.

C. E. Perkins.....	Director.....	Burlington, Ia.
T. S. Howland	Director.....	Burlington, Ia.
H. B. Scott.....	Director.....	Burlington, Ia.
W. W. Baldwin.....	Director.....	Burlington, Ia.
J. F. Barnard.....	Director.....	St. Joseph, Mo.
C. M. Carter.....	Director.....	St. Joseph, Mo.
W. W. Baldwin.....	President.....	Burlington, Ia.
J. F. Barnard.....	Vice President and Gen'l Supt..	St. Joseph, Mo.
C. M. Carter.....	Secretary and Auditor.....	St. Joseph, Mo.
H. B. Scott....	Treasurer.....	Burlington, Ia.
T. J. Potter	General Manager.....	Chicago, Ills.
E. J. Swords.....	General Freight Agent.....	St. Joseph, Mo.
A. C. Dawes.....	Gen'l Pass. and Ticket Agent..	St. Joseph, Mo.
C. C. Chandler.....	Chief Engineer.....	St. Joseph, Mo.

DEBT.

Amount of funded debt—	
St. Jo. & D. M., first mortgage bonds due July 1, 1884.....	\$175,000 00

VALUES (in Missouri.)

Estimated value of road-bed, including iron (or steel) and bridges—	
Main line	102,260 00
Estimated value of rolling stock.....	23,125 00
Estimated value of station buildings and fixtures.....	5,535 00
Total value in Missouri.....	\$130,920 00

TRACK (in Missouri.)

Length of single track on main line....	49.90 miles.
Aggregate length of sidings.....	1.67 "
Aggregate length of sidings and other tracks enumerated.....	51.57 "

MOVEMENT OF FREIGHT.

Number of tons of through freight carried.....	24,765
Number of tons of local freight carried.....	293

EARNINGS.

Total earnings for transportation of passengers.....	\$32,904	89
Total earnings for transportation of freight.....	49,990	06
Total earnings for transportation from other sources.....	3,832	13

Total..... \$86,727 08

100 per cent. is earned in Missouri.

EXPENSES.

Amount of expenses incurred during the year in running trains—trains are all mixed trains.....	\$ 4,386	54
Salaries of agents, operators, etc.....	12,470	82
Amount expended for repairs, including maintenance of way.....	17,582	31
Repairs and renewals of bridges.....	3,552	87
Ties and iron (or steel).....	6,162	88
Amount expended for other improvements.....	483	32
Amount expended for motive power.....	12,758	17
Amount expended for cars	4,422	42
Amount expended for all other buildings and fixtures.....	1,074	88
All other expenditures in the running and management of road.....	1,303	64

Total..... \$64,197 85

EXPRESS COMPANIES.

What express companies run on the road?

United States Express Company.

On what terms and conditions?

Pays for use of baggage car.

Lines operated by the company.

From St. Joseph to Albany, owned	49.90	miles.
Length in Missouri.....	49.90	"
Total sidings.....	1.67	"
Total sidings in Missouri.....	1.67	"

EARNINGS.

Per mile of road.....	\$1,738	01
Per train mile, all trains.....		1.15
All trains mixed, not apportioned to passenger and freight service.		

EXPENSES.

Per mile of road	\$1,286	53
Per train mile, all trains.....	85 cents.	
Per cent of earnings.....	74	

Not apportioned to passenger and freight service.

Amount paid other companies as rent for use of road, bridges or equipment—

H. & St. Jo R. R. for use of track to Union depot, St. Joseph, \$300 per annum.

GENERAL BALANCE SHEET,

At closing of accounts, December 31, 1883—

DR.

Cost of road.....	\$200,517 96
Cost of equipment.....	29,350 00
Cash, cash assets, etc.....	18,661 08
Total.....	\$248,529 04

CR.

Capital stock.....	\$30,400 00
Funded debt.....	175,000 00
Other debts	43,129 04
Total.....	\$248,529 04

NET INCOME, DIVIDENDS, ETC.

Total net income.....	6,128 24
Percentage of same to capital stock and net debt.....	2.98
Percentage of same to total property and assets	2.47

Interest accrued during the year—

On funded debt	\$14,000 00
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Total.....	\$14,000 00
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Balance for year, or surplus	6,128 24
Surplus at commencement of the year.....	23,625 28

Total surplus, December 31, 1883.....	\$29,753 52
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State actual amount per share paid in, in cash, or its equivalent, on the different classes of stock of lines owned by the company?

\$100.00.

State per cent. of face value of bonds of the lines owned by the company, actually received by company in cash, or its equivalent? 100 per cent.

Total cost of construction.....	\$200,517 96
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EQUIPMENTS.

Locomotives; number, 3.	
Passenger, mail and baggage cars; number, 4.	
Freight and other cars; number, 65.	
Total for equipments.....	29,350 00
Total for property acquired.....	229,867 96
Whole amount of permanent investment.....	229,867 96
Property in Missouri.....	\$229,867 96
Due from United States government and others.....	3,916 55
Cash and cash assets.....	14,744 53

Total property and assets of the company.....	\$248,529 04
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TAXES.

Taxes paid in Missouri.....	
State.....	\$480 57
Local.....	2,422 74

Expenses charged to property account during the year—

Fences.....	\$4,679 99
Passenger and freight stations, wood sheds and water stations.....	952 82
Engine houses, car sheds, turn-tables and stock yards.....	327 15

Net addition to property account for the year.....!..... \$5,977 96

Description of lines operated in Missouri by the Company.

Number of new ties put in during 1883.....	12,572
Miles of fencing on same at close of 1882.....	14.51
Miles of fencing on same built during 1883.....	5.441
Number of highway crossings at grade.....	62
Number of railroad crossings at grade	1
Average number of men in section gangs, including foreman	4
Average number of miles of line to each gang.....	5½
Number of stations on lines operated in Missouri.....	8

BRIDGES.

Wooden truss, 5; total length.....	499 feet.
Wooden Girder, 6; total length.....	166 "
Wooden trestle or pile, 91; total length.....	5,518 "

TONNAGE, IN MISSOURI.

Total tons.....	25,058
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MILEAGE, TRAFFIC, ETC.

Rate of speed—all trains are mixed trains.....	12½ miles.
Total train miles run	75,564½ "
Total number of passengers carried.....	33,729
Total passenger mileage, or passengers carried one mile.....	846,666
Number of tons carried.....	27,694
Total freight mileage, or tons carried one mile.....	613,495
Highest rate of fare per mile, for any distance.....	4 cents.
Lowest rate of fare per mile, for any distance.....	3 "
Average rate of fare per mile, for all passengers.....	3.88 "
Average rate per ton per mile, for all freight.....	8.15 "
Number of persons regularly employed by company, average.....	60
Number of persons regularly employed by company in Missouri.....	60

ROLLING STOCK.

Locomotives	3
Passenger cars.....	4
Box freight cars.....	43
Platform or flat cars.....	22
All other cars, hand and push.....	19
Total freight cars, all kinds.....	65

Miles of telegraph line in Missouri owned by company.....	
Miles of telegraph line in Missouri operated on line of company.....	49.90

PROPER ADDRESS OF COMPANY.

St. Joseph and Des Moines Railroad Company, St. Joseph, Missouri.

ST. LOUIS, CREVE COEUR AND ST. CHARLES RAILWAY COMPANY.

This company was organized by articles of association filed June 14, 1883, for the purpose of purchasing the West End Narrow Gauge Railway and extending the same, &c. It has become the successor of that company.

GENERAL OFFICES AT ST. LOUIS.

President.....	M. A. Downing.....	Indianapolis, Ind.
Vice-President and Manager...	F. M. Colburn	St. Louis, Mo.
Secretary and Treasurer.....	S. H. Cobb	St. Louis, Mo.

No report for 1883.

The West End Narrow Gauge Company reported for 1882:

Miles of road, 16. Capital stock paid in, \$200,000. No debt. Income from all sources, \$24,468. Number of men employed on track, 14.

ST. LOUIS, HANNIBAL AND KEOKUK RAILROAD COMPANY.

STOCK.

The receiver is unable to find any books or records from which the information necessary to fill up this report can be had.

OFFICERS.

W. W. Walker.....	President and Superintendent.....	Cedar Rapids, Ia.
J. F. Ely.....	Vice-President and Treasurer.....	Cedar Rapids, Ia.
Wm. Buchanan.....	Secretary	Cedar Rapids, Ia.
W. H. Ide.....	Auditor.....	Hannibal, Mo.
B. F. Wilson.....	A. G. F. & P. A.....	Bowling Green, Mo.

DIRECTORS.

W. G. Elliott.....	Hannibal, Mo.
Jo. McCune.....	McCune, Mo.
T. J. Reynolds.....	Bowling Green, Mo.
S. R. Woolfolk.....	Troy, Mo.
Walton Perkins	Troy, Mo.
N. S. Dimmitt.....	New London, Mo.
Jno. F. Ely.....	Cedar Rapids, Ia.
Wm. Greene.....	Cedar Rapids, Ia.
Geo. Douglas.....	Cedar Rapids, Ia.
Wm. Buchanan.....	Cedar Rapids, Ia.
D. C. Blair.....	New York, N. Y.
Chas. E. Vail	Blairstown, N. J.

DEBT.

No books or records can be found showing the amount of indebtedness at this time, December 31, 1883.

TRACK.

Length of single track on main line.....	81.72 miles.
Aggregate length of sidings.....	4.43 "

Aggregate length of sidings and other tracks.....	86.15 miles.
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EARNINGS.

From transportation of passengers during year.....	\$ 17,244 83
From transportation of freight during year.....	76,881 26
From other sources.....	6,853 44

Total.....	\$100,979 53
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100 per cent. is earned in Missouri.

EXPENSES.

In running and management of mixed trains.....	43,334 72
Expenses incurred in the running and management of the road for the year (including salaries of officers).....	4,402 79
Amount expended for repairs (maintenance of way).....	25,951 36
Repairs and renewals of bridges.....	10,007 09
Amount expended for cars (hand cars).....	50 00
All other expenditures in the running and management of road.....	10,610 08

Total.....	\$94,356 04
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What express companies run on the road?

American.

What freight and transportation companies run on the road?

None.

Amount paid other companies as rent for use of road, bridges or equipment—

Hannibal & St. Joseph.....	3,806 02
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EQUIPMENTS (all leased).

Locomotives.....	6
Passenger, mail and baggage cars.....	5
Freight and other cars.....	65

Total.....	76
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Description of lines operated in Missouri by the company—

Miles of steel rail on lines in Missouri at close of year 1883.....	
Miles of steel rail on same laid during 1883.....	
Miles of new iron rail on same laid during 1883.....	
Miles of track on same ballasted at close of 1883.....	
Miles of track on same ballasted during 1883.....	
Miles of fencing on same at close of 1883, about.....	10
Miles of fencing on same, built during 1883.....	unknown
Number of highway crossings, at grade.....	37
Number of highway crossings under railroad.....	10
Number of highway crossings over railroad.....	1
Number of railroad crossings, at grade.....	1
Number of railroad crossings over other railroads.....	1
Number of railroad crossings under other railroads	1

Number of cattle guards.....	173
Average number of men in section gangs, including foreman.....	4
Average number of miles of line to each gang.....	7½
Number of stations on lines operated in Missouri.....	22

BRIDGES.

Wooden truss; total number, 18; total length.....	1,400 ft.
Wooden trestle or pile; total number, 181; total length.....	15,906 ft.
Stone box culverts; total number, 13;.....	.....

MISSOURI TONNAGE CLASSIFIED.

Tons of wheat	8,332.31
Tons of corn.....	3,127.52
Tons of other grain.....	3,163.·
Tons of cattle.....	548.
Tons of hogs.....	2,340.35
Tons of other animals.....	1,487.85
Tons of other agricultural products.....	1,070.73
Tons of lumber and forest products.....	25,291.8
Tons of coal.....	991.9
Tons of plaster, lime and cement.....	1,231.15
Tons of steel and iron rails.....	10.
Tons of pig iron.....	220.34
Tons of salt.....	263.
Tons of stone and brick.....	957.35
Tons of agricultural implements.....	204.9
Tons of general merchandise and articles not enumerated.....	8,333.43

MILEAGE, TRAFFIC, ETC.

Rate of speed of accommodation freight trains, including stops, miles per hour	12
Highest rate of fare per mile for any distance.....	4 cents.
Lowest rate of fare per mile for any distance.....	3 "
Average number of cars in freight trains.....	5
Number of persons regularly employed, including officials.....	70
Number of persons regularly employed in superintendence and repair pairs of bridges.....	15

ROLLING STOCK.

Locomotives.....	6
Passenger cars	4
Mail, baggage and express cars.....	1
Box freight cars.....	40
Platform or flat cars.....	25
Total freight cars, all kinds.....	65
Rolling stock is all leased.	

Miles of telegraph line in Missouri owned by the company.....	.....
Miles of telegraph line in Missouri operated on line of company....	65

REMARKS.

This report is made by the receiver, who was appointed February 7th, 1884, and is as complete and correct as can be gathered from the existing records.

PROPER ADDRESS OF THE COMPANY.

St. Louis, Hannibal & Keokuk Railroad Company, Hannibal, Mo.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY COMPANY.

STOCK.

Amount of capital stock subscribed, (state each class separately.)—	
St. L., I. M. & S. R'y Co.....	\$22,070,015 00
St. L. & I. M. R'y Co.....	2,500 00
Cairo, Ark. & Texas R'y Co.....	425 00
Cairo & Fulton R'y	10,925 00
	————— \$22,083,865 00

Number of shares, (each class separately.)—

* St. L., I. M. & S. R'y Co.....	220,700
* St. L. & I. M. R'y Co.....	25
* Cairo, Ark. & Texas R'y	4
† Cairo & Fulton R'y Co.....	437

* Par value thereof, \$100 per share.

† Par value thereof, \$25.

Amount of stock paid in..... 22,083,865 00

ASSETS AND LIABILITIES.

Amount of assets (in gross).....	62,270,104 00
Amount of liabilities (in gross).....	61,333,530 74

DIRECTORS.

Jay Gould.....	New York, N. Y.
R. S. Hays.....	St. Louis, Mo.
T. T. Eckert.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
Sidney Dillon	New York, N. Y.
Joseph L. Lowrey.....	New York, N. Y.
Sam'l Shethar.....	New York, N. Y.
John T. Terry.....	New York, N. Y.
Henry Wheeler.....	Philadelphia, Pa.
F. L. Ames.....	Boston, Mass.
H. G. Marquand.....	New York, N. Y.
R. J. Lackland.....	St. Louis, Mo.
R. C. Kerens.....	St. Louis, Mo.

OFFICERS.

Jay Gould.....	President.....	New York, N. Y.
R. S. Hays.....	1st Vice-President.....	St. Louis, Mo.
T. T. Eckert.....	2nd Vice-President	New York, N. Y.
H. M. Hoxie.....	3rd Vice-President	St. Louis, Mo.
A. H. Calef.....	Secretary and Treasurer.....	New York, N. Y.
A. A. Talmage.....	General Transportation Manager...	St. Louis, Mo.
C. G. Warner.....	General Auditor	St. Louis, Mo.
Geo. Olds.....	Freight Traffic Manager.....	St. Louis, Mo.
F. Chandler	General Ticket Agent.....	St. Louis, Mo.

DEBT.

Amount of funded debt, (in detail)—

First mortgage St. Louis & Iron Mountain, due August 1st, 1892, interest at 7 per cent.....	\$4,000,000 00
Second mortgage St. Louis & Iron Mountain, due May 1st, 1897, interest at 7 per cent.....	6,000,000 00
First mortgage St. Louis, Iron Mountain & Ark. Branch, due June 1st, 1895, interest at 7 per cent.....	2,500,000 00
First mortgage Cairo, Arkansas & Texas, due June 1st, 1897, in- terest at 7 per cent.....	1,450,000 00
First mortgage Cairo & Fulton, due January 1st, 1891, interest at 7 per cent.....	7,600,000 00
Income (8 per cent.) Cairo & Fulton, due August 1st, 1888, in- terest at 8 per cent.....	73,000 00
General Consolidated Railway and Land Grant Mortgage, due April 1st, 1931, interest at 5 per cent.....	13,330,000 00
General consolidated and land grant mortgage, fractional scrip..	3,009 46
First preferred income St. Louis & Iron Mountain Railroad, 2nd mortgage.....	70,350 00
First preferred income St. Louis & Iron Mountain Railroad, Ark. Branch.....	26,197 50
First preferred income Cairo, Arkansas & Texas, 1st mortgage..	24,780 00
First preferred income Cairo & Fulton, 1st mortgage.....	198,615 00
First preferred income St. Louis, Iron Mountain & Southern Railway, consolidated 1st mortgage.....	43,347 50
Interest accrued during year.....	35,319,299 46
Amount of floating debt, (in detail)—	
Interest due and accrued.....	867,138 46
Bills payable.....	130,519 21
Employes home, (hospital fund).....	14,308 73
Sundry accounts payable.....	2,918,399 88
Total debt.....	\$39,249,665 74

VALUES (in Missouri.)

Estimated value of road-bed, including iron (or steel) and bridges—

Main Line.....	\$ 2,237,260 00
Branches.....	760,300 00
Estimated value of rolling stock.....	1,973,950 00

Estimated value of station buildings and fixtures—

Main Line.....	14,750 00
Branches	6,750 00

Estimated value of other property on each line—

Main Line.....	13,855 00
Branches.....	4,354 00

Total value in Missouri.....

\$ 5,011,219 00

TRACK (IN MISSOURI.)

Length of single track on main line.....

185 miles.

Length of double track on main line.....

10 miles.

Length of branches—

Mineral Point to Potosi.....	4 "
Bismarck to Belmont.....	119 "
Poplar Bluff to Birds' Point.....	71 "
Neeleyville to Doniphan.....	20 "

214 miles.

Total.....

399 miles.

State whether branches have single or double track. All single tracks.	
Aggregate length of sidings.....	133 miles.
Aggregate length of sidings and other tracks enumerated.	532 miles.
MOVEMENT OF FREIGHT.	
Number of tons of through freight carried during the (calendar) year preceding the making of this statement.	555,008
Number of tons of local freight carried the same time.....	1,002,946
EARNINGS.	
From the transportation of passengers.....	\$ 1,595,905 37
From the transportation of freight.....	5,812,149 70
From other sources.....	496,628 40
Total.....	\$ 7,904,683 47
44.9 per cent. is earned in Missouri.	
EXPENSES.	
The expenses incurred in the running and management of the road for the year—	
Conducting transportation.....	\$1,409,074 43
Motive power	1,128,737 51
Maintenance of way.....	1,086,647 74
Maintenance of cars.....	428,433 72
General expenses.....	161,670 45
Total.....	\$4,214,563 85

EXPRESS COMPANIES.

What express companies run on the road?

Pacific Express Company.

Southern Express Company.

And on what terms and conditions?

Pacific Express Company on percentage of net earnings based on gross earnings.

Southern Express Company on unknown conditions.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

None.

What running arrangements have the company with other railroad companies?

None.

LINES OPERATED BY THE ST. L., I. M. & S. RY. CO., STATING EACH LINE SEPARATELY.

NAME OF LINES.	Owned or leased.	Total length.	Length in Missouri.	DOUBLE TRACK.		SIDINGS. In Mo.
				Total.	In Mo.	
From St. Louis to Texarkana.....	Owned.....	490	185	10	10	163
From Mineral Point to Potosi.....	Owned.....	4	4	.....	.....	101
From Bismarck to Belmont.....	Owned.....	120	119	.....	.....	21
From Poplar Bluff to Bird's Point..	Owned.....	71	71	.....	.....	10
From Neeleyville to Doniphon.....	Owned.....	20	20	.....	.....	1
From Knobel to Helena.....	Owned.....	140	.....	.....	.....	9
From Diaz to Batesville.....	Owned.....	26	.....	.....	.....	2
From Gurdon to Camden.....	Owned.....	34	.....	.....	.....	2
Total .....	.....	905	399	10	10	208
						133

EARNINGS.

Total main and branch lines.....	\$7,904,683 47
Earnings of main and branch lines, St. L., I. M. and S. Ry and branches—	
Per mile of road..... \$8,881.66	
Per train mile, all trains..... 1.69	
Total	7,904,683 47
Income derived from investments in stocks, bonds, etc.....	95,054 02
Total income.....	7,999,737 49

EXPENSES.

Total expenses main and branch lines.....	\$4,214,563 85
Taxes, State and local.....	121,936 46
Expenses of main line and branches of St. L., I. M. & S. R'y Co—	
Per mile of road..... \$4,735.46	
Per train mile all trains..... .90	
Per cent. of earnings..... 53.32	
Amount paid other companies as rent for use of road, bridges and equipment, specifying each company with amount and basis on which rent is computed—	
Sundry debits to income account.....	357,549 56
Total expenses.....	\$4,694,049 87

GENERAL BALANCE SHEET,

At closing of accounts, December 31st, 1883—	
DR.	
Cost of road and equipment.....	52,404,108 60
Other investments.....	8,565,142 90
Supplies and materials on hand.....	
Sinking funds in hands of trustees.....	
Cash in New York.....	\$21,773 53
Balances due from corporations, railroads and individuals.....	1,279,078 97
	1,300,852 50
Total.....	\$62,270,104 00
CR.	
Capital stock.....	22,083,865 00
Funded debt.....	35,319,299 46
Other debts, specifying same—	
Interest due and accrued..... 867,138 46	
Balance due corporations, railroads and individuals. 3,063,227 82	
	3,930,366 28
Balance of income account Dec. 31, 1883, surplus.....	936,573 26
Total	\$62,270,104 00

NET INCOME, DIVIDENDS, ETC.

Total net income.....	3,305,687 62
Percentage of same to capital stock and net debt (\$60,032,-678.24).....	5.506
Percentage of same to total property and assets (\$62,270,104 00).....	5.308
Interest accrued during the year—	
On funded debt..... 2,259,192 88	
	2,259,192 88
Balance for the year, or surplus.....	\$1,046,494 74
Deficit at commencement of the year.....	109,921 48
Deficit at commencement of the year as changed by aforesaid entries.....	109,921 48
Total surplus, December 31st, 1883	\$936,573 26

COST OF ROAD, EQUIPMENT AND PROPERTY.

Total cost of construction and equipment.....	52,404,108 60
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EQUIPMENT.

Locomotives; number, 138.....
Official cars; number, 2.....
Passenger, mail and baggage cars; number, 103.....
Freight and other cars, 4,715.....	.....

Lands valued at.....	3,324,475 18
Stocks, bonds and other securities.....	5,240,667 72

Total for property acquired, etc.....	\$8,565,142 90
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Whole amount of permanent investment.....	\$60,969,251 50
Cash and cash assets.....	1,300,852 50

Total property and assets of company.....	\$62,270,104 00
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TAXES.

Taxes paid in Missouri.....	86,017 15
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Rolling stock.....	205,347 06
Iron Mountain and Helena, and construction Doniphan and White River branches.....	1,150,000 00

Any other expenditures charged to property account, specifying same— Adjustment of values, trust lands in Ark., side track at Texarkana, right of way, &c.....	65,428 20
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Net addition to property account for the year.....	\$1,465,775 26
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Description of lines operated in Missouri by the company.

Miles of steel rail on lines operated in Missouri at close 1883.....	310 ³⁸ _{5 2 8 0}
Miles of steel rail on same laid during 1883.....	24 _{5 2 8 0}
Miles of new iron rail on same laid during 1883.....	276 ^{226 0} _{5 2 8 0}
Miles of track on same ballasted at close of 1883.....	23 ^{181 7} _{5 2 8 0}
Miles of track on same ballasted during 1883.....	196,295
Number of new ties put in on same during 1883.....	187 ^{132 0} _{5 2 8 0}
Miles of fencing on same at close of 1883.....	8 ⁵⁰⁸⁸ _{5 2 8 0}
Miles of fencing on same built during 1883.....	460
Number of highway crossings at grade.....	2
Number of highway crossings under railroad.....	3
Number of highway crossings over railroad.....	3
Number of railroad crossings at grade.....	3
Number of cattle guards.....	220
Average number of men in section gangs, including foreman.....	5.8
Average number of miles of line to each gang.....	5.8
Number of stations on lines operated in Missouri.....	156
Miles of track (main and branch lines) abandoned or taken up during year.....	.....

BRIDGES.

	Total number.	Total length.	Built during 1883.
Iron truss.....	5	984 ft.	470 ft.
Combination truss.....	1	58 ft.	.....
Wooden truss.....	59	6,669 ft.	337 ft.
Wooden girder.....	8	906 ft.	.....
Wooden trestle or pile.....	396	43,343 ft.	11,990 ft.
Stone arch culverts.....	27	.....	.....
Stone box culverts and other drains.....	298	.....	.....
Totals.....	794	.....	12,797 ft.

MISSOURI TONNAGE CLASSIFIED.

Tons of bulk grain	49,350
Tons of flour and grain.....	90,500
Tons of live stock.....	66,673
Tons of other agricultural products.....	159,214
Tons of lumber and forest products.....	349,400
Tons of coal.....	79,438
Tons of iron ore.....	190,278
Tons of pig iron	20,366
Tons of general merchandise and articles not enumerated.....	552,735

Total..... \$1,557,954

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	1,293,607
Rate of speed of express passenger trains, including stops, miles per hour.....	23½
Rate of speed of accommodation trains, including stops, per hour.....	19½
Miles run by freight trains.....	3,391,941
Rate of speed of express freight trains, including stops, miles per hour.....	9
Rate of speed of accommodation freight trains, including stops, miles per hour.....	7
Miles run by other trains	382,786
Total train miles run.....	5,068,334
Total number of passengers carried.....	1,028,943
Total passenger mileage, or passengers carried one mile.....	52,638,152
Number of tons carried.....	1,557,954
Total freight mileage, or tons carried one mile.....	372,350,183
Highest rate of fare per mile, for any distance (exceeding one mile). .	4 cents.
Lowest rate of fare per mile for any distance (single fare)	1.75 "
Average rate of fare per mile for passengers on commutation tickets	1.22 "
Average rate of fare per mile for all passengers.....	3.03 "
Highest rate of freight per ton per mile for any distance.....	.50 "
Lowest rate of freight per ton per mile for any distance.....	.50 "
Average rate of local freight per ton per mile on roads operated by the company.....	1.79 "
Average rate per ton per mile for all freight.....	1.56 "
Average number of cars in passenger trains, including baggage cars.....	5.4
Average number of cars in freight trains.....	21.2
Number of persons regularly employed by company, including officials.....	-
Number of persons regularly employed by company in Missouri.....	3,814
Number of persons regularly employed in superintendence and re-pairs of bridges.....	2,123
	200

ROLLING STOCK.

Locomotives	138
Passenger cars	58
Official cars.....	2
Mail, baggage and express cars.....	45
Box freight cars.....	2,433
Stock cars.....	558
Platform or flat cars.....	1,420
Way cars or cabooses.....	81
All other cars.....	223
Total freight cars, all kinds.....	4,715
Number of locomotives equipped with train brakes.....	31
Number of passenger cars equipped with train brakes.....	100
Number of freight cars equipped with train automatic brakes.....	
Number of passenger cars equipped with safety platform and coupling	100
Persons killed or injured on lines in Missouri during year 1883—	
Passengers killed.....	1
Employees killed.....	14
Others killed.....	8
Total.....	23
Passengers injured.....	5
Employees injured	64
Others injured.....	13
Total.....	82
Miles of telegraph line in Missouri owned by company.....	
Miles of telegraph line in Missouri operated on line of company.....	378.97

PROPER ADDRESS OF THE COMPANY.

St. Louis, Iron Mountain and Southern Railway Company, St. Louis, Mo.

ST. LOUIS, KEOKUK & NORTHWESTERN RAILROAD COMPANY.

STOCK.

Amount of capital stock subscribed—	
Common.....	\$1,350,000 00
Preferred	1,350,000 00
Keokuk & Northwestern.....	720,000 00

	\$ 3,420,000 00
Number of shares—	
Common.....	13,500
Preferred	13,500
Keokuk & Northwestern.....	7,200
Par value thereof, \$100.00.	
Amount of stock paid in.....	3,420,000 00

ASSETS AND LIABILITIES.

Amount of assets.....	7,033,535 88
Amount of liabilities.....	6,971,133 22

OFFICERS.

W. W. Baldwin.....	President.....	Burlington, Ia.
T. J. Potter.....	Vice-President and General Manager..	Chicago, Ill.
J. C. Peasley.....	Treasurer	Chicago, Ill.
Jno. L. Lathrop.....	Auditor	Chicago, Ill.
Howard Elliot.....	Ass't Treas., Ass't Aud'r and Sec'y..	Keokuk, Ia.
R. Laws.....	General Superintendent.....	Keokuk, Ia.

DIRECTORS.

W. W. Baldwin.....	Burlington, Ia.
T. J. Potter.....	Chicago, Ill.
J. H. Anderson.....	Keokuk, Ia.
H. B. Scott.....	Burlington, Ia.
T. S. Howland.....	Burlington, Ia.

DEBT.

Amount of funded debt—		
First mortgage bonds.....		\$ 1,620,000 00
Income bonds.....		1,080,000 00
Keokuk & Northwestern 1st mortgage bonds.....		480,000 00
Amount of floating debt		371,133 22
Total debt.....		\$ 3,551,133 22

VALUES (in Missouri.)

Estimated value of road-bed, including iron (or steel) and bridges..	326,075 00
Estimated value of rolling stock.....	49,180 68
Estimated value of station buildings and fixtures.....	2,650 00

Total value in Missouri, estimated..... \$ 377,905 68

TRACK (in Missouri.)

Length of single track on main line.....	125.32 miles-
Aggregate length of sidings.....	11.13 "

Aggregate length of sidings and other tracks enumerated..... 136.45 miles.

MOVEMENT OF FREIGHT.

Number of tons of through freight carried.....	75,039
Number of tons of local freight carried.....	24,011

EARNINGS.

From transportation of passengers.....	\$ 181,741 89
From transportation of freight.....	309,861 68
From other sources.....	45,308 99

Total..... \$ 536,912 56

86.05 per cent. is earned in Missouri.

EXPENSES.

Amount of expenses incurred in running and management of trains..	34,895 05
General expenses, including salaries.....	15,434 39
Other expenses.....	89,355 09
Amount expended on repairs, including maintenance of way.....	107,568 37
Repairs and renewal of bridges.....	17,253 03
Amount expended for motive power.....	116,002 54
Amount expended for cars, repairs and mileage.....	39,564 20
Amount expended for station houses and other buildings.....	4,644 53
Total.....	\$ 424,717 20

EXPRESS COMPANIES.

What express companies run on the road?

United States Express Company.

On what terms and conditions?

Fifty dollars per working day for all freight under 4,000 pounds per day of through freight, all in excess charged \$1.00 per 100 pounds.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

The St. Louis, Keokuk & Northwestern Railway haul in their trains the cars of various freight lines and car trust companies.

Upon what terms?

No terms other than regular car mileage as paid all roads.

Do the freight and transportation companies use the cars of the railroad company or cars furnished by themselves?

Their own cars.

What preference is given in speed or order of transportation to the freight or cars of such transportation companies?

No preference.

What running arrangements has the company with other railroad companies?

Use the track of the Wabash, St. Louis & Pacific Railway from St. Louis to St. Peters, Mo., and allow them thirty-five per cent. of all joint earnings, the Wabash to maintain track and furnish motive power, and terminal facilities in St. Louis, 30 miles.

Use track of Hannibal Bridge Company at Hannibal, for which \$125.00 per month is paid to the Wabash, St. Louis & Pacific Railway, as lessee of the Bridge Company, who maintain track, $\frac{7}{10}$ miles.

Use track of Chicago & Alton at Louisiana, $\frac{46}{100}$ miles, no money paid, but allow them privilege of using part of our track.

Use track of Hannibal & St. Jo. Railway, West Quincy to Moody, for which \$244.20 per month is paid, and proportion of maintenance expenses.

Use Quincy Bridge Company's track, and C. B. & Q. track from West Quincy to Quincy, for which \$5.00 per loaded car is paid.

Lines operated by the St. Louis, Keokuk & Northwestern R'y Co.—

From Keokuk to Mt. Pleasant, leased, total length.....	49.05 miles.
From Quincy to West Quincy, leased, total length	2.20 "
From West Quincy to Quincy, leased, total length	2.40 "
From West Quincy to Moody, leased, total length.....	4.07 "
Hannibal, leased, total length	0.74 "
Chicago & Alton track at Louisiana, used, total length.....	0.44 "

The last three lines are in Missouri.

EARNINGS.

Total main and branch lines in Iowa and Missouri.....	\$ 536,912 56
Total earnings in Missouri.....	462,006 50

EXPENSES.

Total expenses main and branch lines in Iowa and Missouri.....	424,717 20
Expenses main and branch lines in Missouri.....	378,655 94
Expenses per mile of road.....	2,270 00
Expenses per cent. of earnings	82

Amount paid other companies as rent for use of road, bridges and equipment—

W., St. L. & P., rent of track, \$125.00 per month.....	\$1,500 00
H. & St. Jo, rent of track, \$244.20 per month.....	2,930 40
Paid other lines for their cars in excess of what they paid this line	2,440 54
Paid for use of engines, at \$6.00 and \$8.00 per day.....	6,404 25

GENERAL BALANCE SHEET,

At closing of accounts, December 31, 1883.

DR.

Cost of road.....	\$5,304,206 49
Cost of K. & N. W. Ry.....	1,188,990 04

Total.....	\$6,493,196 53
Cost of equipment.....	409,092 50
Other investments, Hannibal Union Depot.....	7,656 76
Supplies and materials on hand	21,542 32
Cash, cash assets, etc.....	57,337 09
W., St. L. & P. Ry, and other sources.....	44,710 68
Profit and loss	35,243 53

Total.....	\$7,068,779 41
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CR.

Capital stock—

Preferred	\$1,350,000 00
Common.....	1,350,000 00
K. & N. W. R.....	720,000 00

Total.....	\$3,420,000 00
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Funded debt—

First mortgage bonds.....	\$1,620,000 00
Income bonds.....	1,080,000 00
K. & N. W. Ry, first mortgage bonds.....	480,000 00

Total.....	\$3,180,000 00
Other debts	468,779 41

Total.....	\$7,068,779 41
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NET INCOME, DIVIDENDS, ETC.

Total net income.....	\$ 99,140 38
Percentage of same to capital stock and net debt.....	1.49
Percentage of same to total property and assets.....	1.40
Interest accrued during the year.....	190,800 00

Balance for the year, or surplus.....	99,140 38
Deficit at commencement of the year.....	1,494 19

Total surplus, December 31, 1883.....	\$97,646 19
State actual amount per share paid in, in cash or its equivalent, on the different classes of stock of lines owned by the company? \$100 per share.	

Total cost of construction in Iowa and Missouri.....	\$6,493,196 53
--	----------------

EQUIPMENTS.

Locomotives, 13.	
Passenger, mail and baggage cars, 17.	
Freight and other cars, 356.	
Total for equipments	409,092 50
Hannibal Union Depot stock.....	7,656 56
Amount of supplies and material on hand.....	21,542 32
Cash and cash assets.....	102,047 77

Total property and assets of company.....	\$7,033,535 88
---	----------------

TAXES.

Taxes paid in Missouri.....	10,840 00
Expenditures charged to property account during the year—	
Grading and masonry	52,857 45
Bridging.....	82,386 22
Superstructure, including rails.....	12,534 27
Land, land damages, and fences.....	7,349 33
Passenger and freight stations, wood-sheds and water stations.....	10,153 74
Subscription Hannibal Union depot.....	1,656 76
Total.....	\$166,937 77
Rebate allowed in condemnation suit.....	736 55
Net addition to property account for the year.....	\$166,201 22

Description of lines operated in Missouri by the company.

Miles of steel rail on lines at close of 1883.....	34.92
Miles of steel rail laid during 1883.....	7.25
Miles of track ballasted at close of 1883.....	14.70
Miles of track ballasted during 1883.....	7.70
Number of new ties put in during 1883.....	31,735
Miles of fencing on same at close of 1883.....	40.38
Miles of fencing on same built during 1883.....	6.63
Number of highway crossings at grade	130
Number of railroad crossings at grade.....	5
Number of cattle guards	138
Average number of men in section gangs, including foreman.....	5
Average number of miles to each gang.....	6
Number of stations on lines operated in Missouri.....	31

BRIDGES.

Iron truss, 1; total length.....	512 feet.
Combination truss, 16; total length	1,372 "
Wooden truss, 36; total length	2,992 "
Wooden trestle or pile, 238; total length.....	13,885 "

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	205,961
Rate of speed of express passenger trains, including stops.....	20.2 miles.
Miles run by freight trains.....	210,488
Rate of speed of freight trains, including stops.....	10.45 miles.
Miles run by other trains, (construction).....	7,325
Total number of passengers carried.....	210,188
Total passenger mileage, or passengers carried one mile.....	7,824,605
Number of tons carried.....	278,458
Highest rate of fare per mile, for any distance.....	3 cents.
Lowest rate of fare per mile for any distance.....	1 "
Average rate of fare per mile, (local).....	3 "
Average rate of fare per mile for all passengers.....	2.73 "
Highest rate of freight per ton per mile for any distance.....	25 "
Lowest rate of freight per ton per mile for any distance	1½ "
Average rate of freight per ton per mile (local).....	13 ½ "
Average rate per ton per mile for all freight.....	13 ½ "
Average number of cars in passenger trains, including baggage cars	3.6
Average number of cars in freight trains.....	18
Number of persons regularly employed, including officials.....	783
Number of persons regularly employed in Missouri.....	561
Number of persons regularly employed in superintendence and re- pairs of bridges.....	90

ROLLING STOCK.

Locomotives	13
Passenger cars.....	11
Mail, baggage and express cars.....	6
Box freight cars.....	222
Stock cars.....	63
Platform or flat cars and coal cars.....	64
Way cars or cabooses	7
Number of locomotives equipped with air brakes.....	6
Number of passenger cars equipped with train brakes.....	11
Number of passenger cars equipped with safety platform and coupling.....	11

Persons killed or injured on lines in Missouri during year 1883—

Passengers killed	1
Employees killed	1
Others killed.....	1

Total.....

Passengers injured.....	1
Employees injured.....	7
Others injured.....	4

Total.....

Miles of telegraph line in Missouri, owned by Western Union Tele- graph Company.....	170
Miles of telegraph line in Missouri operated on line of company.....	170

PROPER ADDRESS OF COMPANY.

St. Louis, Keokuk and Northwestern Railway Company, Keokuk, Iowa.

ST. LOUIS, SALEM AND LITTLE ROCK RAILROAD COMPANY.

STOCK.

Amount of capital stock subscribed.....	\$1,000,000 00
Total.....	\$1,000,000 00
Number of shares.....	10,000
Par value thereof, \$100 per share.	

Amount of stock paid in.....	1,000,000 00
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ASSETS AND LIABILITIES.

Amount of assets.....	1,903,682 20
Amount of liabilities.....	2,001,523 56

OFFICERS.

A. L. Crawford..... President.....	New Castle, Pa.
H. A. Crawford..... Vice-President.....	St. Louis, Mo.
Wm. Brewster..... Secretary and Treasurer.....	Erie, Pa.
E. L. Foote..... Assistant Secretary and Treasurer.....	St. Louis, Mo.
E. B. Sankey..... Superintendent, Gen. Frt. and Pass. Agent. Salem, Mo.	

DIRECTORS.

A. L. Crawford.....	New Castle, Pa.
W. L. Scott.....	Erie, Pa.
Jay Gould.....	New York, N.Y.
E. L. Foote.....	St. Louis, Mo.
H. A. Crawford.....	St. Louis, Mo.
R. S. Hays.....	St. Louis, Mo.
H. M. Hoxie.....	St. Louis, Mo.

DEBT.

Amount of funded debt, first mortgage bonds, due A. D. 1902.....	\$1,000,000 00
Rate of interest, 7 per cent.	
Amount of floating debt—	
Vouchers (audited but unpaid)	1,521 50
Balances due to agents.....	2 06
Total debt.....	\$1,001,523 56

TRACK (in Missouri.)

Length of single track on main line.....	41 miles.
Length of branches—	
Sligo Furnace R. R.....	5.19 "
Dent & Phelps.....	3.87 "
Plank Bank Switch.....	4 "

State whether branches have single or double track?
Single track.

Aggregate length of sidings..... 2.50 miles.

MOVEMENT OF FREIGHT.

Number of tons of freight carried during the year..... 92,973

EARNINGS.

From transportation of passengers during the year.....	\$ 11,810 38
From transportation of freight during the year.....	77,571 98
From other sources during the year.....	3,063 47

Total.....	\$ 92,445 83
------------	--------------

100 per cent. is earned in Missouri.

EXPENSES.

In running and management of mixed trains..... 9,016 07

The expenses incurred in the running and management of the road for the year (other than in the running and management of trains) including the salaries of officers,—

General expenses.....	1,984 65
Salary of President.....	1,000 00
Salary of Secretary and Treasurer.....	250 00
Salary of Assistant Secretary and Treasurer.....	1,250 00
Taxes.....	3,618 03
Amount expended for repairs (and renewals) including main- tenance of way.....	9,660 46
Repairs and renewals of bridges.....	800 34
Ties and iron (or steel).....	1,258 32
Amount expended for motive power.....	11,050 80
Amount expended for cars (all kinds).....	3,649 12

Total.....	43,537 79
------------	-----------

EXPRESS COMPANIES.

What express companies run on the road?

Adams Express Company.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

None.

EARNINGS.

Total main and branch lines..... \$92,445 83

Income derived from rent of property other than road and equipment—	
House rents.....	200 00
Profits on job work.....	579 89
Interest and exchange.....	295 58
Income derived from investments in stocks, bonds, etc.....	

Total.....	93,521 50
------------	-----------

EXPENSES.

Total expenses main and branch lines.....	\$ 43,537 79
---	--------------

GENERAL BALANCE SHEET,

At closing of accounts, December 31, 1883—

DR.

Cost of road.....	\$ 1,721,232 79
Cost of equipments.....	161,358 65
Other investments.....	7,633 60
Supplies and materials on hand.....	2,404 11

Cash, cash assets and other items, specifying same—

Cash.....	8,668 05
Current accounts and bills receivable.....	2,385 00
Profit and loss.....	97,841 36

Total.....	\$ 2,001,523 56
------------	-----------------

CR.

Capital stock.....	\$ 1,000,000 00
Funded debt.....	1,000,000 00

Other debts, specifying same—

Vouchers (audited but unpaid)	1,521 50
Balance due agents.....	2 06

Total.....	\$ 2,001,523 56
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NET INCOME, DIVIDENDS, ETC.

Total net income.....	\$ 49,983 51
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Interest accrued during the year—

On funded debt	\$ 70,000 00
Dividends declared.....	70,000 00
Date of last dividend declared	none.
Surplus at commencement of the year.....	none.
Total surplus, December 31, 1883.....	none.

COST OF ROAD, EQUIPMENT AND PROPERTY.

Total cost of construction.....	\$ 1,721,232 79
---------------------------------	-----------------

EQUIPMENTS.

Locomotives	5
Passenger, mail and baggage car, combination.....	1
Freight and other cars.....	110
Total for equipments.....	161,358 65
Other property.....	7,633 60

Total for property acquired, etc.....	\$ 1,890,225 04
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Whole amount of permanent investment.....	\$ 1,890,225 04
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Property in Missouri.....	\$ 1,890,225 04
Amount of supplies and material on hand.....	2,404 11
Cash and cash assets.....	11,053 05

Total property and assets of company.....	\$ 1,903,682 20
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TAXES.

Taxes paid in Missouri—

State.....	\$ 674 80
Local	2,943 23
	<u>\$ 3,618 03</u>

Expenditures charged to property account during the year—

Land	132 50
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Arkansas extension (surveys).....	202 10
Completion of Plank Bank Switch.....	69 75

Net addition to property account for the year.....	\$ 404 35
--	-----------

Description of lines operated in Missouri:

Miles of steel rail on lines operated in Mo. at close of year 1883.....	6
Miles of fencing on same at close of 1883.....	40
Miles of fencing on same built during 1883.....	
Number of highway crossings under railroad.....	2
Average number of men in section gangs, including foreman.....	5
Average number of miles to each gang.....	8

BRIDGES.

Bridges.	Total number.	Total length.
Combination truss.....	3	568 ft.
Wooden truss.....	2	204 ft.
Wooden trestle or pile.....		400 ft.

MISSOURI TONNAGE CLASSIFIED.

Tons of grain	1,322
Tons of live stock.....	1,303
Tons of lumber and forest products.....	10,767
Tons of iron ore.....	53,723
Tons of pig iron.....	19,821
Tons of general merchandise and articles not enumerated.....	2,050
Tons of miscellaneous.....	3,987

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains.....	
Miles run by freight trains.....	44,800
Total train miles run.....	44,800
Number of tons carried.....	92,973
Highest rate of fare per mile, for any distance (exceeding one mile)	4 cents.
Lowest rate of fare per mile, for any distance (single fare)	4 "
Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company.....	4 "
Average rate of fare per mile for passengers on commutation tickets.....	4 "
Average rate of fare per mile for all passengers.....	4 "
Number of persons regularly employed by company, including officials.....	70
Number of persons regularly employed by company in Missouri.....	68
Number of persons regularly employed in superintendence and re- pairs of bridges.....	
Miles of telegraph line in Missouri owned by company.....	
Miles of telegraph line in Missouri operated on line of company.....	

PROPER ADDRESS OF THE COMPANY.

St. Louis, Salem & Little Rock Railroad Company, 411 North Third Street, St. Louis, Mo.

ST. LOUIS AND SAN FRANCISCO RAILWAY COMPANY.

During the year, this company completed its own line between St. Louis and Pacific, and commenced operating the same January 1, 1884. This is a better line every way and is three miles shorter than the Missouri Pacific. Their returns for 1883 are not as full and complete as they should be, but we are able to compile therefrom the following facts:

GENERAL OFFICES AT ST. LOUIS.

DIRECTORS.

Jay Gould.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
Edward F. Winslow.....	New York, N. Y.
C. P. Huntington.....	New York, N. Y.
Jesse Seligman	New York, N. Y.
James D. Fish.....	New York, N. Y.
Wm. F. Buckley.....	New York, N. Y.
Horace Porter.....	New York, N. Y.
A. S. Hatch.....	New York, N. Y.
I. E. Gates.....	New York, N. Y.
Walter L. Frost.....	Boston, Mass.
R. S. Hays.....	St. Louis, Mo.
C. W. Rogers.....	St. Louis, Mo.

EXECUTIVE OFFICERS.

President.....	Edward F. Winslow	New York, N. Y.
Second Vice-President..	James D. Fish.....	New York, N. Y.
Secretary and Treasurer.....	T. W. Lillie.....	New York, N. Y.
V.-P. and General Manager...	Chas. W. Rogers.....	St. Louis, Mo.
Auditor	A. Douglas	St. Louis, Mo.
General Freight Agent.....	Geo. W. Cale.....	St. Louis, Mo.
General Passenger Agent.....	D. Wishart.....	St. Louis, Mo.
Chief Engineer	James Dun.....	St. Louis, Mo.

STOCK.

First preferred	\$4,500,000 00
Preferred.....	10,000,000 00
Common.....	10,500,000 00

Total all paid up..... \$25,000,000 00

Par value of shares, \$100.

The first preferred stock has the preference in dividends up to 7 per cent., then the preferred to the same rate, and then the common to the same rate, after which all grades share alike. The first preferred has received a 7 per cent. dividend for the last three years.

FUNDED DEBT.

South Pacific Railroad Company bonds.....	\$7,144,500 00
St. L. & S. F. R'y Co., A, B and C bonds.....	5,666,500 00
St. L. & S. F. R'y Co., on Mo. and Western Div.....	1,100,000 00
St. L. & S. F. R'y Co., trust bonds of 1880.....	1,350,000 00
St. L. & S. F. R'y Co., equipment bonds of 1880.....	841,000 00
St. L. & S. F. R'y Co., general mortgage bonds.....	4,000,000 00
St. Louis, Wichita & Western Railway Company.....	2,000,000 00

Total..... \$22,102,000 00

These bonds all bear 6 per cent. interest except the equipment bonds, which bear 7; which makes the total annual interest charges.

1,334,530 00

EARNINGS.

Total gross earnings for 1883	3,896,655 00
Total net earnings after deducting operating expenses, taxes and improvements	\$2,073,436 00
Deduct from that the interest charges.....	1,334,530 00
And there remains surplus.....	\$738,906 00
Deduct from this 7 per cent. dividend on 1st preferred stock.....	315,000 00
And it leaves net surplus.....	\$423,906 00

This property therefore pays 7 per cent. interest on \$841,000 of bonds, a 7 per cent. dividend on \$4,500,000 of stock, making a 7 per cent. charge on a total of \$5,341,000, and 6 per cent. interest also on \$21,261,000 other bonds; that is to say, it pays 6 per cent. and over on a total capital of \$26,602,000. The average number of miles operated during the year was 734.46; and the total capital above given divided by the number of miles operated, gives \$36,219 as the average amount of capital per mile of road on which this property pays over 6 per cent. after paying all expenses including improvements.

EARNINGS.

From the transportation of passengers.....	\$42,266 40
From the transportation of freight.....	2,793,502 74
From other sources.....	260,796 03
Total.....	\$3,896,565 17
Earnings per mile of road.....	5,305 00
Earnings per train mile.....	1.66

EXPENSES.

Conducting transportation.....	\$ 498,136 62
Motive power.....	422,506 66
Maintenance of way.....	431,052 00
Maintenance of cars.....	135,739 36
General expenses.....	104,724 14
 Total operating expenses.....	 \$1,592,158 78
Improvements	137,202 14
All other expenses	93,767 90
 Total.....	 \$1,823,128 82
Operating expenses per mile of road.....	\$2,168 00
Operating expenses per train mile.....	.68
Ratio of operating expenses to earnings.....	40.86 per ct.
Ratio of total expenses to earnings.....	46.79 "

DESCRIPTION OF ROAD.

From St. Louis to Seneca, Missouri.....	326.75 miles.
From Seneca to Red Fork, Indian Territory.....	102.00 "
Granby Branch.....	1.50 "
From Peirce City to Wichita, Kansas.....	218.25 "
From Oronogo to Joplin.....	10.125 "
From Girard to Galena, Kansas, (with belt road).....	47.25 "
Carbon Branch.....	3.25 "
From Plymouth to Fort Smith, Arkansas.....	134.375 "
From Springfield to Chadwick.....	34.50 "
 Total.....	 878.00 miles.

The number of miles in Missouri is not reported, but our own calculations result as follows:

From St. Louis to Seneca.....	326.75 miles.
From Springfield to Chadwick, (White River Branch).....	34.50 "
From Plymouth to Arkansas line.....	32.40 "
From Peirce City to Kansas line.....	44.00 "
From Oronogo to Joplin.....	10.13 "
From Girard to Galena (including Joplin belt).....	29.53 "
Granby Branch.....	1.50 "
 Total.....	 478.81 miles.

TONNAGE ON ALL LINES CLASSIFIED.

Tons of wheat.....	71,538
Tons of corn.....	83,908
Tons of other grain.....	5,191
Tons of live stock.....	60,223
Tons of other agricultural products.....	46,087
Tons of lumber and other forest products.....	128,722
Tons of coal.....	88,440
Tons of iron ore.....	27,132
Tons of zinc ore.....	29,375
Tons of pig iron.....	24,189
Tons of pig lead.....	6,699
Tons of general merchandise, etc.....	213,231
 Total.....	 784,735

RATES, (in Missouri.)

Highest passenger rate, per mile.....	4	cents.
Average passenger rate, per mile.....	3.26	"
Average freight rate, per ton, per mile.	1.72	"
<hr/>		
Persons killed or injured on lines in Missouri during year 1883—		
Passengers killed.....		1
Employes killed.....		8
Others killed.....		4
<hr/> Total	13	
Passengers injured.....		
Employes injured.....		5
Others injured.....		4
<hr/> Total	9	

SALEM AND EASTERN RAILROAD.

The road reported under this name extends from Salem, in Dent county, southeast to Riverside, 9 miles; was built by the Riverside Iron Works Company, and is now owned and operated by the Nova Scotia Iron Company of Salem. It has heretofore been reported as the Riverside Road.

TEXAS & ST. LOUIS RAILWAY COMPANY,

(In Missouri and Arkansas.)

This company is formed from the Little River Valley Railroad Company, of Missouri, and the Texas & St. Louis Railway Company, of Arkansas, consolidated under the name Texas & St. Louis Railway Company, in Missouri and Arkansas, by articles of agreement, filed in Missouri, November 29th, 1881.

The road passed into the hands of a receiver, January 23rd, 1884, and we have no returns on the business of 1883.

GENERAL OFFICES, AT ST. LOUIS.

W. R. Woodward, Receiver.

The Receiver's schedule published in March, 1884, gives 430.31 miles of road owned and in operation with 22.73 miles sidings.

Of rolling stock, it designates: 7 locomotives; 55 box cars; 12 stock cars, and 191 flats; to which is added sundry other enumerated items of equipment, and the

Total equipment is valued at.....	\$ 189,418 18
Add value of supplies and material on hand.....	21,670 86

Total value equipment and supplies.....	\$ 211,089 04
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This company operates over 800 miles in Missouri, Arkansas and Texas.

STOCK.

The stock of this company is limited to \$12,500.00 a mile of road, which, on the 75 miles in Missouri would be—

Total stock on lines in Missouri.....	937,500 00
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DEBT.

The bonded debt is limited to \$12,500.00 per mile of 1st mortgage bonds, and \$12,500.00 per mile of land grant and income bonds, making a total bonded debt of \$25,000.00 per mile, which would give—

Total bonded debt on lines in Missouri.....	1,875,000 00
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Stock and debt, \$37,500.00 per mile—

Total in Missouri.....	2,812,500 00
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EARNINGS.

We estimate the gross earning in Missouri for 1883, to be \$1,200.00 a mile—

Total	90,000 00
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UNION PACIFIC RAILWAY—KANSAS DIVISION.

This road has its eastern terminus in Kansas City, and has 0.70 miles of track in that city. January 24, 1880, it was consolidated with the Union Pacific, and its officers are the same as the officers of that company.

GENERAL OFFICES AT OMAHA, NEBRASKA.

President.....	Sidney Dillon.....	New York, N. Y.
Secretary and Treasurer.....	Henry McFarland.....	Boston, Mass.
General Manager.....	S. H. H. Clark.....	Omaha, Neb.
Auditor.....	J. W. Gannett.....	Omaha, Neb.
Gen'l Sup't, Kansas Division.....	S. T. Smith.....	Kansas City, Mo.

WABASH, ST. LOUIS & PACIFIC RAILWAY COMPANY.

STOCK.

Amount of capital stock subscribed—			
Common.....	\$27,337,200	00	
Preferred	23,034,200	00	<hr/> \$50,371,400 00

Number of shares—

Common.....	273,372
Preferred	230,342

Par value thereof, \$100.00.

Amount of stock paid in.....	50,371,400	00
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ASSETS AND LIABILITIES.

Amount of assets (in gross) including sundry securities and miscellaneous property.....	10,825,572	21
Amount of liabilities (in gross).....	5,686,763	04

DIRECTORS.

Samuel Sloan.....	New York, N. Y.
G. G. Haven.....	New York, N. Y.
James Cheney.....	Fort Wayne, Ind.
Thomas E. Tutt.....	St. Louis, Mo.
James F. How.....	St. Louis, Mo.
Solon Humphreys.....	New York, N. Y.
Charles Ridgley.....	Springfield, Ill.
James F. Joy.....	Detroit, Mich.
Geo. L. Dunlap.....	Chicago, Ill.
Sidney Dillon.....	New York, N. Y.
A. L. Hopkins.....	New York, N. Y.
Jay Gould.....	New York, N. Y.
Russell Sage.....	New York, N. Y.
F. L. Ames.....	Boston, Mass.
R. S. Hays.....	St. Louis, Mo.

OFFICERS.

Jay Gould	President.....	New York, N. Y.
R. S. Hays.....	1st Vice-President.....	St. Louis, Mo.
James F. How.....	Secretary.....	St. Louis, Mo.
A. H. Calef.....	Treasurer	New York, N. Y.
D. B. Howard.....	Auditor	St. Louis, Mo.
W. H. Blodgett.....	General Solicitor.....	St. Louis, Mo.

DEBT.

Amount of funded debt—

For entire road in all States..... \$76,466,075 37

Bonded debt on roads in Missouri, assumed by the W., St. L. & P. Railway Co.—

First mortgage North Missouri Railroad.....	6,000,000 00
First mortgage Omaha Division, Missouri proportion.....	1,282,000 00
First mortgage Clarinda Branch, Missouri proportion.....	132,000 00
R. E. and R'y mortgage St. L., K. City & N. R'y.....	3,000,000 00
First mortgage St. Charles Bridge.....	1,000,000 00
Second mortgage St. Charles Bridge.....	388,500 00
Iowa Division Mo., I. & N. R'y, Missouri proportion.....	1,270,000 00
Missouri proportion general mortgage.....	4,112,000 00

Total..... \$17,184,500 00

Interest paid—debt not assumed—

Boone County & Boonville Railroad.....	100,000 00
St. Joseph & St. Louis Railroad.....	358,000 00
Brunswick & Chillicothe Railroad.....	304,500 00
St. Louis, Council Bluffs & Omaha Railroad.....	626,000 00
Quiney, Missouri & Pacific Railroad.....	1,204,000 00

Total..... \$ 2,592,500 00

Amount of floating debt, (in detail)—entire line—

Interest on funded debt.....	1,544,836 06
Sundry accounts payable.....	1,254,702 07
Pay checks outstanding.....	69,586 69
Miscellaneous accounts.....	44,121 97
Loans payable.....	1,914,115 46

Total..... \$ 4,827,362 25

Total debt..... \$81,293,437 62

VALUES (in Missouri.)
(As fixed by the State Board of Equalization.)

Estimated value of road-bed, including iron (or steel) and bridges—

Wabash, St. Louis & Pacific Railway.....	2,847,430 00
North Branch.....	308,661 00
Glasgow Branch.....	30,000 00
Hannibal Yard.....	2,640 00
Boone County & Boonville Railroad.....	64,794 00
St. Joseph & St. Louis.....	228,909 00
Brunswick & Chillicothe.....	193,035 00
St. Louis, Council Bluffs & Omaha.....	193,815 00
Council Bluffs & St. Louis.....	400,900 00
Clarinda & St. Louis.....	26,664 00
Quiney, Missouri & Pacific.....	536,120 00
Estimated value of rolling stock.....	1,819,299 00

Estimated value of station buildings and fixtures—

Wabash, St. Louis & Pacific Railway.....	57,400 00
North Branch.....	9,600 00
Glasgow Branch.....	300 00
Hannibal Yard.....	1,400 00
Boone County & Boonville Railroad.....	1,300 00
St. Joseph & St. Louis.....	9,200 00
Brunswick & Chillicothe.....	3,500 00
St. Louis, Council Bluffs & Omaha.....	2,700 00
Council Bluffs & St. Louis.....	10,800 00
Clarinda & St. Louis.....	600 00
Quiney, Missouri & Pacific.....	10,500 00

TRACK (in Missouri.)

Length of single track on main line.....
Length of double track on main line.....

275 miles.

Length of main line and branches—

	Leased.	Owned.
Main line, St. L. to K. C., bridge, K. C....	1.8	275.0
St. Louis to Ferguson.....		10.1
Centralia to Columbia.....	21.8	
Chillicothe to Pattonsburg.....	41.7	
Glasgow to Salisbury.....		15.0
Moberly to Coatsville.....		88.0
Brunswick to Chillicothe.....	38.0	
Pattonsburg to Council Bluffs.....		77.9
West Lexington to St. Joseph.....	76.2	
Roseberry to Clarinda.....		10.1
West Quincy to Trenton.....	134.0	
Alexandria to Humeston.....		70.5
Buena Vista to Alexandria.....	2.3	
Hannibal to Moberly	70	
	385.8	546.6

Total in Missouri.....

932.4

State whether branches have single or double track?

Single.

Aggregate length of sidings in Missouri.....
Aggregate length of sidings and other tracks enumerated in Missouri

119.3
1,051.7

MOVEMENT OF FREIGHT, (entire line.)

Number of tons of through freight carried during the (calendar) year preceding the making of this statement—

Not kept separate from local in year 1883; will be in 1884.

Number of tons of local freight carried during the same time—

Not kept separate; will be in 1884.

Total number of tons of freight carried.....

5,859,566

EARNINGS, (entire line.)

From the transportation of passengers during the year.....
From the transportation of freight during the year.....
From other sources during the year.....

\$3,865,753 17
11,979,746 84
1,069,620 75

Total.....

\$16,915,120 76

EXPENSES, (entire line.)

Amount of expenses incurred during the year in running and management of passenger trains.....
In running and management of freight trains.....

\$855,527 87
2,978,718 22

The expense incurred in the running and management of the road for the year (other than in the running and management of trains) including the salaries of officers—

Salaries and expenses of general offices.....	61,770 69
Salaries of superintendents and clerks.....	344,463 50
Telegraph expenses	349,700 46
Station expenses.....	1,532,083 36
Soliciting and advertising.....	343,057 11
Use of tracks of other roads, tolls, etc.....	335,683 89.
Amount expended for repairs (and renewals) including main tenance of way.....	1,614,932 80

EXPENSES—(Continued.)

Repairs and renewals of bridges.....	\$ 615,721 75
Ties.....	810,055 29
Amount expended for other repairs, not included in last subdivision.....	206,073 88
Amount expended for motive power, repairs and locomotives.....	726,583 28
Amount expended for cars, all kinds.....	1,085,402,75
Amount expended for all buildings and fixtures.....	206,228 32
All other expenditures in the running and management of road, not included in any previous subdivision.....	1,408,240 08
Total.....	\$13,474,243 25

EXPRESS COMPANIES, (entire line.)

What express companies run on the road?

Pacific Express Company.

And on what terms and conditions?

Railway company gets a proportion of the express earnings.

FREIGHT AND TRANSPORTATION COMPANIES.

What freight and transportation companies run on the road?

Red Line, Canada, Southern Line, Erie and North Shore Despatch, Hoosac Tunnel Line, Merchants Despatch, Star Union Line, Continental Line, Great Eastern Line, Lackawanna Line.

Upon what terms?

Railway company gets proportion of through rate made by the line.

Do the freight and transportation companies use the cars of the railroad company or cars furnished by themselves?

Use their own cars as far as possible.

What preference is given in speed or order of transportation to the freight or cars of such transportation companies?

None.

What running arrangements have the company with other railroad companies?

Track between Hannibal, Missouri, and Moberly, Missouri, operated jointly with Missouri Pacific Railway Company,

ROADS OPERATED DECEMBER 31, 1883.

From	To	Miles owned	Miles leased or rented.
Toledo, Ohio.....	East St. Louis, Illinois.....	432.9	.....
Decatur, Illinois.....	Camp Point, Illinois.....	129.2	.....
Camp Point, Illinois.....	Quincy, Illinois.....	.....	21.5
Bluffs, Illinois.....	East Hannibal, Illinois.....	48.4	.....
Maysville, Illinois.....	Pittsfield, Illinois.....	6.2	.....
Clayton, Illinois.....	Elvaston, Illinois.....	34.5	.....
Edwardsville, Illinois.....	Edwardsville Crossing, Ills.....	8.5	.....
Detroit, Michigan.....	Butler, Indiana.....	109.6	.....
Detroit Depot Tracks.....	.....	.....	3.9
Butler, Indiana.....	Logansport, Indiana.....	.....	93.0
Michigan City, Indiana.....	Indianapolis, Indiana.....	161.0	.....
Attica, Indiana.....	Covington, Indiana.....	14.5	.....
West Lebanon, Indiana.....	Leroy, Illinois.....	76.0	.....
Tilton, Illinois.....	St. Francisville, Illinois.....	108.7	.....
Vincennes, Indiana.....	Cairo, Illinois.....	156.5	.....
Pekin, Illinois.....	Jacksonville, Illinois.....	72.9	.....
Hollis, Illinois.....	Pekin, Illinois.....	.....	2.3
Springfield, Illinois.....	Havana, Illinois.....	44.1	.....
Bates, Illinois.....	Grafton, Illinois.....	71.4	.....
Chicago, Illinois.....	Auburn Junction, Illinois.....	.....	7.7
Auburn Junction, Illinois.....	Strawn, Illinois.....	91.0	.....
Streator, Illinois.....	Fairbury, Illinois.....	31.1	.....
Strawn Junction, Illinois.....	Altamont, Illinois.....	116.8	.....
Shumway, Illinois.....	Springfield, Illinois.....	8.5	.....
Champaign, Illinois.....	Havana, Illinois.....	100.3	.....
White Heath, Illinois.....	Decatur, Illinois.....	29.7	.....
Champaign, Illinois.....	Sidney, Illinois.....	116.0	.....
State Line, Illinois.....	Peoria, Illinois.....	.....	110.9
Peoria, Illinois.....	Hollis, Illinois.....	.....	7.7
Hollis, Illinois.....	East Keokuk, Illinois.....	.....	103.8
Hamilton, Illinois.....	Warsaw, Illinois.....	.....	5.0
La Harpe, Illinois.....	Iowa, Illinois.....	.....	10.4
Iowa, Illinois.....	East Burlington, Illinois.....	.....	9.3
St. Louis, Missouri.....	Kansas City Bridge, Missouri	275.0	1.8
St. Louis Levee, Missouri	Ferguson Junction, Missouri	10.1	.....
Centralia, Missouri.....	Columbia, Missouri.....	.....	21.8
Chillicothe, Missouri.....	Pattensburg, Missouri.....	.....	41.7
Glasgow, Missouri.....	Salisbury, Missouri.....	15.0	.....
Coatsville, Missouri.....	Ottumwa, Iowa.....	.....	43.4
Brunswick, Missouri.....	Chillicothe, Missouri.....	.....	38.0
Pattensburg, Missouri.....	Council Bluffs, Iowa.....	143.0	.....
North Lexington, Missouri.....	St. Joseph, Missouri.....	.....	76.2
Roseberry, Missouri.....	Clarinda, Iowa.....	21.5	.....
Moberly, Missouri.....	Coatsville, Missouri.....	87.6	.....
West Quincy, Missouri.....	Trenton, Missouri.....	.....	134.0
Keokuk, Iowa.....	Buena Vista, Iowa.....	.....	2.7
Buena Vista, Iowa.....	Alexandria, Missouri.....	.....	2.3
Alexandria, Missouri.....	Humeston, Iowa.....	126.0	.....
Relay, Iowa.....	Albia, Iowa.....	24.0	.....
Des Moines, Iowa.....	Clive, Iowa.....	7.0	.....
Clive, Iowa.....	Fonda, Iowa.....	107.9	.....
Albia, Iowa.....	Des Moines, Iowa.....	67.3	.....
Longansport, Indiana.....	State Line, Indiana.....	.....	30.5
Toledo, Ohio.....	Milan, Michigan.....	.....	15.5
Hannibal, Missouri.....	Moberly, Missouri.....	.....	70.0
Total.....	.....	2,747.8	853.4

EARNINGS, (entire line.)

Total main and branch lines	\$16,915,120 76
-----------------------------------	-----------------

EARNINGS ON MAIN AND BRANCH LINES IN MISSOURI, APPROXIMATED.

	Per mile of road.	Total.
North Lexington to St. Joseph.....	\$2,210 00	\$168,402 85
West Quincy to Trenton.....	1,446 62	193,846 99
Alexandria to Dean.....	3,809 89	233,347 49
Other roads in Missouri.....	6,593 26	4,296,862 73
Totals.....	\$5,247 17	\$4,892,460 06

Per train mile, all trains.....	\$ 1 18
Income derived from rent of property other than road and equipment	170,587 21
Income derived from investments in stocks, bonds, etc.....	235,060 37
Pool balances.....	46,918 72
Income, total.....	17,367,687 06

EXPENSES (entire line).

Total expenses main and branch lines.....	\$13,474,243 25
---	-----------------

EXPENSES OF MAIN LINE AND BRANCHES IN MISSOURI APPROXIMATED.

	Per mile of road.	Per train mile, all trains.	Per cent. of earnings.	Total.
North Lexington to St. Joseph.....	\$1,432.80		64.8	\$ 109,178 10
West Quincy to Trenton.....	1,279.61		88.4	171,438 52
Alexandria to Dean.....	3,372.21		101.9	237,740 95
Other roads in Missouri.....	4,102.29		62.2	2,673,465 31
Total.....	\$3,423.23	\$ 0.93	65.2	\$3,191,822 88

Amount paid other companies as rent for use of road, bridges or equipment, specifying each company with amount and basis on which rent is computed—

Boone County & Boonville Railroad, interest on bonds	\$ 7,000 00
St. Joseph & St. Louis Railroad, interest on bonds and 30 per cent. of earnings.....	47,748 38
Brunswick & Chillicothe Railroad, interest on bonds.....	18,270 00
St. L., C. B. & O., R. R., interest on bonds..	31,240 00
Quincy, Mo. & Pacific R. R., interest on bonds.	72,240 00
Kansas City Bridge, rental and proportion of expenses of operation	52,669 95
Rentals of roads, bridges, &c., in other states.....	\$229,168 33
Total.....	915,284 80
Total expenses.....	\$1,144,453 13
	\$14,618,696 38

GENERAL BALANCE SHEET,

At closing of accounts, Dec. 31, 1883—

DR.	
Cost of road.....	\$116,329,942 18
Cost of equipment.....	9,365,677 27
Other investments.....	1,295,140 32
Expenditures for construction and equipment during year.....	600,494 15
Supplies and materials on hand.....	859,400 79
Cash, cash assets and other items, specifying same.....	4,073,583 70
Income account debit Dec. 31, 1883.....	
Total.....	<u>\$132,524,238 41</u>
CR.	
Capital stock.....	\$50,371,400 00
Funded debt.....	76,466,075 37
Other debts, specifying same—	
Loans and bills payable.....	\$2,773,516 25
Accounts.....	1,368,410 73
Interest on funded debt.....	813,250 24
Interest on funded debt accrued but not due, coupons maturing in 1884	731,585 82
	5,686,763 04
Total.....	<u>\$132,524,238 41</u>
NET INCOME, DIVIDENDS, ETC. (entire line).	
Total net income.....	2,748,990 68
Percentage of same to capital stock and net debt.....	2.07 per cent.
Percentage of same to total property and assets.....	2.14 per cent.
Interest accrued during the year—	
On funded debt.....	4,703,518 69
Profit and loss.....	83,175 15
Deficit for the year	\$2,037,703 16
Deficit at commencement of the year.....	2,035,880 54
Total deficit, December 31, 1883.....	\$4,073,583 70
State actual amount per share, paid in, in cash or its equivalent on the different classes of stock of lines owned by the company.	
\$100.00 per share.	
COST OF ROAD, EQUIPMENT AND PROPERTY.	
Total cost of road, equipment, etc.....	117,625,082 50
Other property, securities and investments.....	9,365,677 27
Total property acquired, etc.....	\$126,990,759 77
Property in Missouri?	
None outside of railroad property.	
Amount of supplies and material on hand.....	600,494 15
Cash and cash assets.....	859,400 79
Total property and assets of company.....	\$128,450,654 71

TAXES.

Taxes paid in Missouri.....	\$ 121,183 21
Expenditures charged to property account during the year (entire line).—	
Raising track.....	44,263 44
Bridge approaches, embankments, &c., at St. Charles, Mo.....	240,292 67
Land, land damages and fences.....	41,206 87
Passenger and freight stations, wood-sheds and water stations.....	42,732 86
Engine-houses, car-sheds, and turn-tables.....	20,506 07
Miscellaneous	140,439 58
Locomotives	22,518 00
Passenger, mail and baggage cars.....	15,400 00
Freight and other cars.....	468,598 00
Completion of Humeston & Shenandoah R. R.....	154,666 70
Completion of sundry branches.....	36,567 12
Any other expenditures to property account, specifying same—	
Property in Des Moines, Iowa.....	61,949 01
Total.....	\$1,295,140 32
Net addition to property account for the year.....	\$1,295,140 32

Description of lines operated in Missouri by the company.

Miles of steel rail on lines operated in Missouri at close of year 1883	462.14
Miles of steel rail on same laid during 1883.....	26.26
Miles of new iron rail on same laid during 1883.....	25
Miles of track on same ballasted at close of 1883.....	127.13
Miles of track ballasted during 1883.....	32.75
Number of new ties put in on same during 1883.....	223,310
Miles of fencing on same at close of 1883.....	946.28
Miles of fencing on same built during 1883.....	28.29
Number of highway crossings at grade.....	881
Number of highway crossings under railroad.....	17
Number of highway crossings over railroad.....	10
Number of railroad crossings at grade.....	19
Number of railroad crossings over other railroads:	
Macon, over H. & St. Jo. R. R.....	1
Number of railroad crossings under other railroads:	
St. Louis Co. under West End Narrow Gauge.....	1
Number of cattle guards.....	1,651
Average number of men in section gangs, including foreman.....	4.9
Average number of miles of line to each gang.....	5.3
Number of stations on lines operated in Missouri.....	181
Miles of track (main or branch lines) abandoned or taken up during year.....	

BRIDGES.

	Total number.	Total length.	Built during 1883.
Iron truss.....	12	3,671 feet.	300 feet.
Iron trestle.....	2	4,177 "	.....
Combination truss.....	1	600 "	.....
Wooden truss	71	7,345 ..	674 "
Wooden trestle or pile.....	1,389	104,666 "	450 "

TONNAGE CLASSIFIED,

(Not kept separate for Missouri.)

Tons of grain and flour.....	1,654,411
Tons of live stock.....	483,172
Tons of other agricultural products.....	240,419
Tons of lumber and forest products.....	807,389
Tons of coal	1,099,975
Tons of plaster, lime and cement*.....	
Tons of steel and iron rails*.....	
Tons of iron. }	
Tons of zinc. }	26,705
Tons of ore .}	
Tons of pig iron.....	28,986
Tons of pig lead*.....	
Tons of spelter*.....	
Tons of salt*.....	
Tons of iron, steel and castings*.....	
Tons of stone and brick*.....	
Tons of agricultural implements*.....	
Manufactures and merchandise.....	1,518,509
Total.....	5,859,566

* Included in manufactures and merchandise.

MILEAGE, TRAFFIC, ETC. (Entire road.)

Miles run by passenger trains.....	4,866,465
Rate of speed of express passenger trains, including stops, per hour.....	32 miles.
Rate of speed of accommodation trains, including stops, per hour.....	25 miles.
Miles run by freight trains.....	9,486,967
Rate of speed of express freight trains, including stops, per hour.....	15 miles.
Rate of speed of accomodation freight trains, including stops, per hour.....	15 miles.

Miles run by other trains, and for what purpose—

Work trains.....	872,700
Switching.....	3,715,495
	4,588,195
Total train miles run.....	18,941,627
Total number of passengers carried.....	3,905,665
Total passenger mileage, or passengers carried one mile.....	154,727,718
Number of tons carried.....	5,859,566
Total freight mileage, or tons carried one mile.....	1,263,790,523
Highest rate of fare per mile, for any distance (exceeding one mile).....	3 cents.
Lowest rate of fare per mile, for any distance (single fare).....	1 " "
Average rate of fare per mile for all passengers.....	2.498 "
Average rate per ton per mile for all freight	0.948 "
Average number of cars in passenger trains, including baggage cars.....	4.6
Average number of cars in freight trains.....	19.4
Number of persons regularly employed by company, including officials	12,103
Number of persons regularly employed by company in Missouri.....	2,800
Number of persons regularly employed in superintendence and re-pairs of bridges.....	800

ROLLING STOCK. (Entire line.)

Locomotives	600
Passenger cars	219
Dining, parlor and chair cars.....	24
Official cars.....	5
Mail, baggage and express cars.....	122
Box freight cars.....	11,884
Stock cars.....	2,168

Way cars or cabooses.....	307
Coal and flat cars	5,264
Total freight cars, all kinds.....	19,623
Number of locomotives equipped with train brakes.....	174
Number of passenger cars equipped with train brakes.....	391
Number of passenger cars equipped with safety platform and coupling.....	391
Persons killed or injured on lines in Missouri during year 1883—	
Passengers killed.....	3
Employees killed.....	10
Others killed.....	19
Total killed.....	32
Passengers injured.....	43
Employees injured.....	75
Others injured.....	26
Total injured.....	144
Miles of telegraph line in Missouri, owned by Western Union Telegraph Company.....	3.118.3
Miles of telegraph line in Missouri operated on line of Wabash, St. Louis & Pacific Railway Company.....	3,118.3

PROPER ADDRESS OF COMPANY.

Wabash, St. Louis & Pacific Railway Company, St. Louis, Mo.

BOONE COUNTY AND BOONVILLE.

The railway of this company is leased to the St. Louis, Kansas City and Northern Railway Company, which lease will expire in the year A. D. 1903. Rental is 7 per cent. on \$100,000 mortgage bonds.

STOCK.

Amount of capital stock.....	\$500,000 00
Number of shares.....	5,000
Par value thereof.....	\$100 00

OFFICERS.

William E. Burr.....	President and Director.....	St. Louis, Mo.
John J. Mitchell.....	Director.....	St. Louis, Mo.
John M. Woodson.....	Director.....	St. Louis, Mo.
Robt. P. Tansey.....	Director.....	St. Louis, Mo.
Robt. B. Price.....	Director.....	Columbia, Mo.
John Nickerson.....	Secretary.....	St. Louis, Mo.

DEBT.

Amount of funded debt secured by first and only mortgage.....	\$100,000 00
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PROPER ADDRESS OF THE COMPANY:

Wm. E. Burr, President Boone County and Boonville Railroad Company, St. Louis, Mo.

CIRCULAR LETTER.

The following is a copy of circular letter and blank forms for returns to the Railroad Commissioners, sent to the proper officers of each company owning or operating a railroad in Missouri:

STATE OF MISSOURI, OFFICE OF RAILROAD COMMISSIONERS, }
CITY OF JEFFERSON, , 188.. }

SIR:—Section 1, of an act entitled “An act to amend section 841 and 846 of article 3, chapter 21 of the Revised Statutes of Missouri of 1879,” approved March 17th, 1881, contains the following:

“ SECTION 841. Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated or do business under any general or special laws of this State, shall, on or before the first day of September, 1875, and annually thereafter, on or before the first day of April, transmit to the office of the Railroad Commissioners, a full and true statement, under oath of the proper officers of said corporations, of the affairs of the corporation as the same existed on the first day of the preceding January, specifying: First, the amount of capital stock subscribed, the number of shares, and the par value thereof; second, the names of the owners of its stock, the amount owned by them respectively, and the residence of each stockholder, as far as known; third, the amount of stock paid in, and by whom; fourth, the amount of its assets and liabilities; fifth, the names and places of residence of its officers; sixth, the amount of funded debt; seventh, the amount of floating debt; eighth, the estimated value of the road-bed, including iron and bridges; ninth, the estimated value of rolling stock; tenth, the estimated value of stations, buildings and fixtures; eleventh, the estimated value of other property; twelfth, the length of single track on main line; thirteenth, the length of double track on main line; fourteenth, the length of branches, stating whether they have single or double track; fifteenth, the aggregate length of siding and other tracks above enumerated; sixteenth, the number of tons of through freight carried during the year preceding the making of the report; seventeenth, the number of tons of local freight carried during the same time; eighteenth, the monthly earnings for the transportation of passengers during the same time; nineteenth, the monthly earnings for the transportation of freight during the same time; twentieth, the amount of expenses incurred in running and management of passenger trains, in the running and management of freight trains, and the running and management of mixed trains during the same time; twenty-first, the expenses incurred in the running and management of the road, including the salaries of officers for the same

time, which shall be reported separately; twenty-second, the amount expended for repairs, including maintenance of roadway, repairs and renewal of bridges, ties and iron; twenty-third, the amount expended for other improvements not included in the last subdivision; twenty-fourth, the amount expended for motive power, cars, station-houses and all other buildings and fixtures, including all other expenditures in the management and running of said road; twenty-fifth, the rate of fare for passengers for each month during the same time, through and way passengers separately; twenty-sixth, the tariff of freights, showing the change of tariff, if any, during the same time; twenty-seventh, a copy of each published rate of fare for passengers and tariff of freights issued for the government of its agents during the same time, and whether the rate of fare and tariffs of freights in such published list are the same as those actually received by the company, and if not, what were received; twenty-eighth, what express companies run on its roads, and on what terms and conditions, and the kind of business done by them; twenty-ninth, what freight and transportation companies run on its roads, and on what terms, and whether such freight and transportation companies use the cars of the railroad company or cars furnished by themselves; thirtieth, whether the freight or cars of such transportation companies are given any preference in speed or order of transportation, and if so, what; thirty-first, what running arrangements it has with other railroad companies; and answer such additional interrogatories as such Commissioners may make and propound to the said railroad companies; and this section shall apply to the president, directors and general officers of every railroad company now existing, or which shall hereafter be organized and exist in this State, and to every lessee, manager or operator of any railroad within this state."

The blank forms herewith, are furnished you, in order that you may have entered therein, the statement as required by law, of the affairs of the Co., as the same existed on the 1st day of January, 188—. The law requires the said statement to be transmitted to this office on or before the 1st day of April, next.

.....
.....
..... } Railroad Commissioners of Missouri.

REPORT

—OF THE—

RAILROAD COMPANY.

—TO THE—

RAILROAD COMMISSIONERS

—OF THE—

STATE OF MISSOURI,

FOR THE YEAR ENDING DECEMBER 31ST, 18—.

NOTICE.

The law requires that the Annual Statement of the Railroad Companies, owning or operating lines in Missouri, must be transmitted to the office of the Railroad Commissioners "on or before the first day of April" of each year. It is expected that the required statement will be forwarded promptly.

BLANK FORM FOR RETURNS.

PART FIRST. STATEMENT AS SPECIFIED BY STATUTE.

STOCK.

- | | |
|---|----------|
| 1. Amount of Capital Stock subscribed, (state each class separately) | \$..... |
| Number of shares, (each class separately)..... | \$..... |
| Par value thereof..... | \$ |
| 2. *Names of owners of stock, with the amount owned by them respectively, and the residence of each stockholder, as far as known? | |
| 3. Amount of stock paid in..... | \$..... |
| *By whom paid. | |

ASSETS AND LIABILITIES.

- | | |
|-------------------------------------|---------|
| 4. Amount of Assets (in gross)..... | \$..... |
| 5. Amount of Liabilities..... | \$..... |

*Append a list giving names and residences of stock holders, as shown by transfer books, when closed prior to election of directors for 188—.

*Append list to this statement.

OFFICERS.

5. Names and places of residence of Officers of Company, (Directors and General Officers.)

Names.	Title of office.	Residence.

DEBT.

- | | |
|---|---------|
| 6. Amount of funded debt, (in detail.)..... | \$..... |
| 7. Amount of floating debt, (in detail.)..... | \$..... |
| Total Debt..... | \$..... |

VALUES, (in Missouri.)

8. Estimated value of road-bed, including iron (or steel) and bridges, (state value of each main and branch line separately)..... \$.....
9. Estimated value of Rolling Stock..... \$.....
10. Estimated value of station buildings and fixtures, (state value on each main and branch line separately)..... \$.....
11. Estimated value of other property on each line..... \$.....
- Total value in Missouri..... \$.....

TRACK, (in Missouri.)

Miles.

12. Length of single track on main line.....
13. Length of double track on main line.....
14. Length of branches, (state each branch separately).....
- State whether branches have single or double track?
15. Aggregate length of sidings.....

Aggregate length of sidings and other tracks enumerated.

MOVEMENT OF FREIGHT.

Tons.

16. Number of tons of through freight carried during the (calendar) year preceding the making of this statement.....
17. Number of tons of local freight carried during the same time.....

EARNINGS.

18. The monthly earnings for the transportation of passengers during the year..... \$.....
19. The monthly earnings for the transportation of freight during the year..... \$.....

(Also monthly earnings from other sources during the year).

TABLE OF MONTHLY EARNINGS.

MONTH.	Passengers.	Freight.	Other sources.	Totals.
January.....				
February.....				
March				
April.....				
May.....				
June.....				
July.....				
August.....				
September.....				
October				
November.....				
December				
Totals.....		•		

..... per cent. is earned in Missouri.

EXPENSES.

20. Amount of expenses incurred during the year in running and management of passenger trains.....	\$.....
In running and management of freight trains.....	\$.....
In running and management of mixed trains.....	\$.....
21. The expenses incurred in the running and management of the road for the year (other than in the running and management of trains) including the salaries of officers, which shall be stated separately.....	\$.....
22. Amount expended for repairs (and renewals) including maintenance of way.....	\$.....
Repairs and renewals of bridges.....	\$.....
Ties and iron (or steel).....	\$.....
23. Amount expended for other improvements, not included in the last subdivision.....	\$.....
24. Amount expended for motive power.....	\$.....
Amount expended for cars (all kinds).....	\$.....

Amount expended for station houses.....	\$.....
Amount expended for all other buildings and fixtures.....	\$.....
All other expenditures in the running and management of road, not included in any previous subdivision.....	\$.....
Total.....	\$.....

RATES.

25. Rates of fare for passengers for each month during the year 188..

MONTH.	CENTS PER MILE.	
	Through.	Local.
January.....		
February		
March.....		
April.....		
May		
June.....		
July		
August.....		
September		
October.....		
November.....		
December.....		

26. The tariff of freights showing the change of tariff, if any, during the year.

27. Append copy of each published rate of fare for passengers and tariff of
freights issued for the government of agents during the year.

Are the rates of fare and tariff of freights the same as actually received?
If not, what was received?

EXPRESS COMPANIES.

28. What express companies run on the road?
And on what terms and conditions?
What kind of business is done by them?

FREIGHT AND TRANSPORTATION COMPANIES.

29. What freight and transportation companies run on the road?

Upon what terms?

Do the freight and transportation companies use the cars of the railroad company or cars furnished by themselves?

30. What preference is given in speed or order of transportation to the freight or cars of such transportation companies?

31. What running arrangements have the company with other railroad companies?

PART SECOND.

ADDITIONAL INTERROGATORIES BY THE RAILROAD COMMISSIONERS AS AUTHORIZED BY STATUTE.

Lines operated by the Company, stating each line separately.

FROM.	TO.	Owned or leased.	Total length.	Length in Missouri.	Double track.		Sidings.	
					Total.	In Mo.	Total.	In Mo.

EARNINGS.

Total main and branch lines..... \$.....

Earnings of main and branch lines in Missouri, stating each line separately.

Line.	Per mile of road.	Per pass. train mile	Per freight train mile.	Per tr'n mile all trains.	TOTAL.

Income derived from rent of property other than road and equipment \$.....

Income derived from investments in stocks, bonds, etc..... \$.....

EXPENSES.

Total expenses main and branch lines..... \$.....

Expenses of main line and branches in Missouri, stating each line separately.

Line.	Per mile of road.	Per pas- senger train mile	Per freight train mile.	Per train mile, all trains.	Per cent. of earnings.	TOTAL.

Amount paid other companies as rent for use of road, bridges or equipment, specifying each company with amount and basis on which rent is computed.

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 18....

DR.

Arrange accounts on the debit side of the General Balance Sheet, in the following order:

First—Enter those accounts which represent permanent investments, construction, roads purchased, equipment, real estate, bridges not included in construction account, steamboats, transportation lines, and stocks and bonds not held as temporary investments.

Second—Materials on hand, as per inventory, such as iron, supplies, etc.

Third—Sinking funds in hands of trustees.

Fourth—Accounts which represent assets, relied upon to cancel debts, or to make cash disbursements, such as cash, notes receivable, ledger balances, collectible from corporations and individuals, etc., etc.

Fifth—Profit and loss; or deficit, if any exists.

Cost of road.....	\$.....
Cost of equipment	\$.....
Other investments.....	\$.....
Supplies and materials on hand.....	\$.....
Sinking funds in hands of trustees.....	\$.....
Cash, cash assets and other items, specifying same.....	\$.....

GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, DECEMBER 31ST, 18—.

CR.

Arrange accounts on the credit side of the General Balance Sheet in the following order:

First—Enter capital stock.

Second—Funded debt.

Third—Unfunded debt, incurred for construction, equipment, or purchase of property.

Fourth—Accounts which represent other debt liabilities, such as balances due corporations or individuals, unclaimed dividends, etc.

Fifth—Accounts which represent surplus, such as profit and loss, surplus, reserve, premiums on capital stock, etc.

Capital stock.....	\$.....
Funded debt.....	\$.....
Other debts, specifying same.....	\$.....

NET INCOME, DIVIDENDS, ETC.

1. Total net income.....	\$.....
2. Percentage of same to capital stock and net debt.....	\$.....
3. Percentage of same to total property and assets.....	\$.....
4. Interest accrued during the year—	
On funded debt.....	\$.....
On other debt.....	\$.....
Total.....	\$.....
5. Dividends declared per cent. for the year, amount.	\$.....
6. Date of last dividend declared.....	
7. Balance for the year, or surplus.....	\$.....
8. Surplus at commencement of the year.....	\$.....
Deduct or add entries made in profit or loss account during the year, not included in the foregoing statement.....	\$.....
9. Surplus at commencement of the year as changed by aforesaid entries.....	\$.....
10. Total surplus, December 31, 188—,.....	\$.....

State actual amount per share, paid in, in cash or its equivalent on the different classes of stock of lines owned by the Company	\$.....
---	---------

State actual market value per share of the different classes of stock of lines owned by the Company, January 1, 188—.....	\$.....
---	---------

State per cent. of face value of bonds of the lines owned by the Company, actually received by company, in cash or its equivalent.....	\$.....
--	---------

State actual market value of the bonds of the lines owned by the Company, January 1, 188—.....	\$.....
--	---------

COST OF ROAD, EQUIPMENT AND PROPERTY.

Road and Branches.

1. Grading and masonry.....	\$.....
2. Bridging.....	\$.....

3. Superstructure, including rails.....	\$.....
4. Land, land damages, and fences.....	\$.....
5. Passenger and freight stations, wood-sheds and water stations..	\$.....
6. Engine-houses, car-sheds, and turn-tables.....	\$.....
7. Machine shops, including machinery and tools.....	\$.....
8. Interest paid during construction, discount, etc.....	\$.....
9. Engineering, agencies, salaries, and other expenses during con- struction.....	\$.....
10. branch, original cost,, purchased for.....	\$.....
..... " " " "	\$.....
11. Total cost of construction.....	\$.....

EQUIPMENT.

12. Locomotives	[Number.....]	\$.....
13. Snow-ploughs on wheels.....	[" "	\$.....
14. Parlor cars.....	[" "	\$.....
15. Sleeping cars.....	[" "	\$.....
16. Passenger, mail and baggage cars.....	[" "	\$.....
17. Freight and other cars.....	[" "	\$.....
18. Total for equipments.....		\$.....

Property acquired and on hand, not included in the foregoing
accounts:

19. Lands in acres, valued at.....	\$.....
20. Stock of.....R.R.....shares purchased for.....	\$.....
" " " " "	\$.....
21. Bonds of..... " "	\$.....
" " nominal amount...., "	\$.....
22. Other securities, viz. ", "	\$.....
23. Other property.....	\$.....
24. Total for property acquired, etc.....	\$.....
Whole amount of permanent investment.....	\$.....
*Property in Missouri.....	\$.....
Amount of supplies and material on hand.....	\$.....
Cash and cash assets.....	\$.....
Total property and assets of company.....	\$.....

TAXES.

Taxes paid in Missouri.....	\$.....
State.....	\$.....
Local	\$.....

*Not including bonds and other securities held by company.

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

Grading and masonry.....	\$.....
Bridging.....	\$.....
Superstructure, including rails.....	\$.....
Land, land damages, and fences.....	\$.....
Passenger and freight stations, wood-sheds and water stations..	\$.....
Engine-houses, car-sheds, and turn-tables.....	\$.....
Machine-shops.....	\$.....
Engineering, agencies, salaries, and other expenses during construction.....	\$.....
Locomotives..... [Number.....]	\$.....
Parlor-cars ["	\$.....
Sleeping cars..... ["	\$.....
Passenger, mail and baggage cars..... ["	\$.....
Freight and other cars..... ["	\$.....
Purchase of other roads, specifying what.....	\$.....
Subscriptions or loans to other roads, specifying each.....	\$.....
Any other expenditures charged to property account specifying same	\$.....
Total.....	\$.....
Property sold and credited account during the year, specifying the same.....	\$.....
Net addition to property account for the year.....	\$.....

DESCRIPTION OF LINES OPERATED IN MISSOURI BY THE COMPANY.

Miles of steel rail on lines operated in Missouri at closeof 188.....	\$.....
Miles of steel rail on same laid during 188.....	\$.....
Miles of new iron rail on same laid during 188.....	\$.....
Miles of track on same ballasted at close of 188.....	\$.....

Miles of track on same ballasted during 188..	.....	.....	.....
Number of new ties put in on same during 188..	.....	.....	.....
Miles of fencing on same at close of 188..	.....	.....	.....
Miles of fencing on same built during 188..	.....	.....	.....
Number of highway crossings at grade.....	.....	.....	.....
Number of highway crossings under railroad.....	.....	.....	.....
Number of highway crossings over railroad .....	.....	.....	.....
Number of railroad crossings at grade.....	.....	.....	.....
Number of railroad crossings over other railroads.....	.....	.....	.....
Number of railroad crossings under other railroads.....	.....	.....	.....
Number of cattle guards.....	.....	.....	.....
Average number of men in section gangs, including foreman.....	.....	.....	.....
Average number of miles of line to each gang.....	.....	.....	.....
Number of stations on lines operated in Missouri.....	.....	.....	.....
Miles of track (main and branch lines) abandoned or taken up during year.....	.....	.....	.....

BRIDGES.

	Total number.	Total length.	Built during 188..
Iron truss.....
Iron girder.....
Iron trestle.....
Combination truss.....
Wooden truss.....
Wooden girder.....
Wooden trestle or pile.....
Stone arch culverts.....
Stone box culverts.....
Totals.....

TABLE OF GRADIENTS IN MISSOURI.

Main and branch lines, stating each line separately. Length of grades in miles and ascent per mile in feet.

NAME OF MAIN LINE OR BRANCH.	ASCE NT IN FEET PER MILE, EASTWARD AND NORTHWARD.														Level.	Total Mls.		
	20	26	30	35	40	45	53	60	66	75	80	90	95	100	110	115		
<hr/>																		
ASCE NT IN FEET PER MILE, SOUTHWARD AND WESTWARD.																		
	20	26	30	35	40	45	53	60	66	75	80	90	95	100	110	115	Level.	Total Mls.

MISSOURI TONNAGE CLASSIFIED.

Tons of Wheat,

- “ Corn,
- “ Other grain,
- “ Cattle,
- “ Hogs,
- “ Other animals,
- “ Other agricultural products,
- “ Lumber and forest products,
- “ Coal,
- “ Plaster, lime and cement,
- “ Steel, and iron rails,
- “ Iron ore,
- “ Zinc ore,
- “ Lead ore,
- “ Pig iron,
- “ Pig lead,

- .. Spelter,
- .. Salt,
- .. Iron, steel and castings.
- " Stone and brick,
- " Agricultural implements,
- " General merchandise and articles not enumerated.

MILEAGE, TRAFFIC, ETC.

Miles run by passenger trains,

Rate of speed of express passenger trains, including stops.

Rate of speed of accommodation trains, including stops.

Miles run by freight trains,

Rate of speed of express freight trains, including stops,

Rate of speed of accommodation freight trains, including stops,

Miles run by other trains, and for what purpose,

Total train miles run,

Total number of passengers carried,

Total passenger mileage, or passengers carried one mile.

Passenger mileage to and from other roads,

Number of tons carried.

Total freight mileage, or tons carried one mile,

Freight mileage to and from other roads,

Highest rate of fare per mile, for any distance (exceeding one mile),

Lowest rate of fare per mile, for any distance (single fare),

Average rate of fare per mile (not including season tickets) received from local passengers on roads operated by this company,

Average rate of fare per mile for passengers on commutation tickets,

Average rate of fare per mile for all passengers,

Highest rate of freight per ton per mile, for any distance,

Lowest rate of freight per ton per mile, for any distance,

Average rate of local freight per ton per mile on roads operated by this company.

Average rate per ton per mile for all freight,

Average number of cars in passenger trains, including baggage cars,

Average number of cars in freight trains,

Number of persons regularly employed by company, including officials,

Number of persons regularly employed by company in Missouri,

Number of persons regularly employed in superintendence and repairs of bridges,

ROLLING STOCK.

	TOTAL NO.
Locomotives.....	
Passenger cars.....	
Dining cars.....	
Official cars.....	
Sleeping cars.....	
Chair cars.....	
Mail, baggage and express cars.....	
Box freight cars.....	
Stock cars.....	
Stock cars, double decked.....	
Platform or flat cars.....	
Way car or cabooses.....	
Coal cars.....	
All other cars	
Total freight cars, all kinds.....	
Number of locomotives equipped with train brakes.....	
Number of passenger cars equipped with train brakes.....	
Number of freight cars equipped with train or automatic brakes.....	
Number of passengers cars equipped with safety platform and coupling.....	

PERSONS KILLED OR INJURED ON LINES IN MISSOURI DURING YEAR 188...

INJURED.

Total .....	.....	.....	.....
Miscellaneous causes.....	.....	.....	.....
Trespassing on track.....	.....	.....	.....
Intoxicated .....	.....	.....	.....
Stealing rides.....	.....	.....	.....
At highway crossings.....	.....	.....	.....
Getting off and on trains in motion.....	.....	.....	.....
Fell from trains.....	.....	.....	.....
Coupling cars.....	.....	.....	.....
Caught in frogs.....	.....	.....	.....
By collision.....	.....	.....	.....
By derailments.....	.....	.....	.....

KILLED.

Total.....	.....	.....	.....
Miscellaneous causes.....	.....	.....	.....
Intoxicated .....	.....	.....	.....
Trespassing on track.....	.....	.....	.....
Stealing rides.....	.....	.....	.....
At highway crossings.....	.....	.....	.....
Getting off and on trains in motion.....	.....	.....	.....
Fell from train.....	.....	.....	.....
Coupling cars.....	.....	.....	.....
Caught in frogs.....	.....	.....	.....
By collision.....	.....	.....	.....
By derailments.....	.....	.....	.....
Passengers.....	.....	.....	.....
Employees.....	.....	.....	.....
Others.....	.....	.....	.....
Total.....	.....	.....	.....

Accidents of a trifling nature need not be reported.

STATE NUMBER OF BUILDINGS ERECTED IN MISSOURI DURING THE YEAR 188 ...

BY THE COMPANY.

	WHERE BUILT.	BRICK.	WOODEN.
Office buildings.....			
Station houses.....			
Freight houses.....			
Machine shops.....			
Blacksmith shops.....			
Car shops.....			
Engine houses.....			
Car sheds.....			
Section houses.....			

Miles of telegraph line in Missouri owned by..... Company.
 " " " " " operated on line of..... Company.

PROPER ADDRESS OF THE COMPANY.

STATE OF MISSOURI, } ss.
 COUNTY OF..... } ss.

being duly sworn, depose and say that the statements in the foregoing sheets have been prepared by the proper officers of said company from its books and records;

that to the best of their knowledge and belief they are correct, and do contain a true exhibit of the affairs of said company on the 1st day of January, 18....

.....
.....
.....
Subscribed and sworn to before me this day of 18....

APPENDIX C.

TABULATION OF STATISTICS.

RAILROADS IN MISSOURI DECEMBER 31, 1883.

NAME OF COMPANY OWNING OR CONTROLLING.	Name of railroad.	From.	To.	Miles in Mo.
Atchison, Topeka & Santa Fe. " " "	Kansas City, Topeka & Western... Pleasant Hill & DeSoto.....	Topeka, Ks..... Cedar Junction, Ks.....	Kansas City, Mo..... Pleasant Hill, Mo.....	.89 21.94
Cape Girardeau Southwestern.	Cape Girardeau Southwestern....	Cape Girardeau, Mo...	Idlewild, Mo.....	40.00
Cherry Valley.....	Cherry Valley.....	Midland Junction, Mo.	Cherry Valley Iron Bank, Mo.	6.00
Chicago & Alton.....	Kansas City, St. Louis & Chicago... Louisiana & Missouri River..... Louisiana & Mo. River, S. Branch....	Mexico, Mo..... Louisiana, Mo..... Mexico, Mo.....	Kansas City, Mo..... Mexico, Mo..... Cedar City, Mo.....	162.62 50.80 50.00
Chicago, Burlington & Quincy.	Brownville & Kansas City. Hannibal & St. Joseph.....	Burlington, Iowa..... Clarinda Junc., Iowa..... Hannibal, Mo.....	Sumner, Mo..... Burlington Junction, Mo..... St. Joseph, Mo.....	74.90 9.76 206.41
" " "	" " "	West Quiney, Mo.....	Palmyra, Mo.....	12.77
" " "	" " "	Cameron Junc., Mo.....	Kansas City, Mo.....	53.18
" " "	" " "	St. Joseph, Mo.....	Atchison, Ks.....	19.47
" " "	" " "	Kansas City, St. Joseph & C. Bluffs.	Council Bluffs, Iowa.....	146.16
" " "	" " "	Amazonia, Mo.....	Hopkins, Mo.....	50.45
" " "	" " "	Leon, Iowa.....	Grant City, Mo.....	6.65
" " "	" " "	Bigelow, Mo.....	Burlington Junction, Mo.....	42.95
" " "	Nodaway Valley.....	St. Joseph, Mo.....	Albany, Mo.....	31.54
" " "	St. Joseph & Des Moines.....	St. Joseph, Mo.....	Albany, Mo.....	49.90
" " "	St. Joseph & Nebraska.....	Napier, Mo.....	Boswell, Mo.....	8.88
" " "	St. Louis, Keokuk & Northwestern.	St. Peters, Mo.....	Keokuk, Iowa.....	125.32
" " "	Tarkio Valley.....	Corning, Mo.....	Northboro, Iowa.....	25.43
" " "	Winthrop Branch K.C., St. J. & C.B.	Winthrop, June, Mo.	East Atchison, Mo.....	1.20
Chicago, Rock Island & Pacific. Chicago, R.I. & Pac., Atchison Br.	Chicago, Rock Island & Pacific... Edgerton June., Mo...	Chicago, Ill..... Edgerton June., Mo...	Leavenworth, Ks..... East Atchison, Mo...	141.00 29.08
Crystal Railway.....	Crystal Railway.....	Crystal Station, Mo....	Crystal City, Mo....	3.50

RAILROADS IN MISSOURI—CONTINUED.

NAME OF COMPANY OWNING OR CONTROLLING.	Name of railroads.	From.	To.	Miles in Mo.
Eureka Springs.....	Eureka Springs.....	Seligman, Mo.	Eureka, Springs, Ark.	8.40
Forest Park & Central.....	Forest Park & Central	Forsyth, Mo.	Clayton, Mo.	3.00
Graniteville & Middlebrook...	Graniteville & Middlebrook....	Middlebrook, Mo.	Graniteville, Mo.	3.00
Hannibal Bridge Company...	Hannibal Bridge.....	June. Hannibal Yards.	Hannibal Bridge.....	.93
Kansas City, Ft. Scott & Gulf.	Kansas City, Ft. Scott & Gulf....	Kansas City, Mo.	Baxter Springs, Mo.	2.22
" " "	Ft. Scott, Southeastern & Memphis.	Ft. Scott, Ks.	Springfield, Mo.	86.34
" " "	Kansas & Missouri.....	Arcadia, Ks.	Cherryvale, Ks.	7.01
" " "	Rich Hill.....	Miami, Ks.	Rich Hill and Carbon Center.	23.08
" " "	Short Creek & Joplin....	Webb City, Mo.	Baxter, Ks.	13.07
K. C., Springfield & Memphis.	Kansas City, Springfield & Memphis.	Springfield, Mo.	Memphis, Tenn.	138.76
Kansas City & Southern.....	Kansas City & Southern.....	Clinton, Mo.	Beyond Brownnington, Mo.	11.00
Missouri Pacific.....	Missouri Pacific.....	St. Louis, Mo.	Omaha, Neb.	283.12
" " "	Mo. Pac., Carondelet Br.	Kirkwood, Mo.	Carondelet, Mo.	13.00
" " "	Mo. Pac., Poplar St. Track....	Union Depot St. Louis.	Levee, St. Louis, Mo.	1.00
" " "	Mo. Pac., La'de & C've Coeur Lake.	Laclede, Mo.	Creve Coeur Lake.	12.00
" " "	Mo. Pac., Lebanon Branch....	Jefferson City, Mo.	Cooper, Mo.	40.00
" " "	Mo. Pac., Lexington Div.	Sedalia, Mo.	Independence, Mo.	88.50
" " "	Mo. Pac., Lexington & Southern.	Pleasant Hill, Mo.	Joplin, Mo.	133.00
" " "	Mo. Pac., Glencoe Branch....	Glencoe, Mo.	Glencoe Quarry.	4.00
" " "	Mo. Pac., Blackwater Branch....	Warrensburg, Mo.	Blackwater Quarry, Mo.	3.00
" " "	Boonville, St. Louis & Southern.	Boonville, Mo.	Versailles, Mo.	44.00
" " "	Osage Division M. K. & T.	Holden, Mo.	Leroy, Ks.	36.25
" " "	Sedalia, Warsaw & Southern....	Sedalia, Mo.	Warsaw, Mo.	42.25
" " "	Missouri, Kansas & Texas.....	Hannibal, Mo.	Denisou, Tex.	247.80

St. Louis Bridge & Tunnel.....	Union Ry. & Transit Co.....	Union Depot and Yards.	East St. Louis, Ill.....	6.68
Union Ry. of St. Louis.....	St. Louis, I. M. & Southern.....	St. Louis, Mo.....	Texarkana, Ark.....	186.00
Terminal Ry. of St. Louis.....	"	"	Fourt St., St. Louis, Mo.....	.35
St. Louis, I. M. & Southern.....	"	"	Portosi, Mo.....	4.00
"	"	"	Bismarck, Mo.....	120.00
"	"	"	Poplar Bluff, Mo.....	71.00
"	"	"	Birds Point, Mo.....	20.00
"	"	"	Domiphian, Mo.....	
*Wabash, St. Louis & Pacific....	Walash, St. Louis & Pacific.....	St. Louis, Mo.....	Kansas City, Mo.....	276.50
"	"	"	Ferguson, Mo.....	10.40
"	"	"	Ottumwa, Iowa.....	87.60
"	"	"	Moberly, Mo.....	
"	"	"	Salisbury, Mo.....	15.90
"	"	"	Hannibal, Yards.....	
"	"	"	Burlington Junc., Mo.....	1.00
"	"	"	Burlington Junc., Mo.....	10.10
"	"	"	Pattersonburg, Mo.....	79.30
"	"	"	Centralia, Mo.....	21.80
"	"	"	Brunswick, Mo.....	36.50
"	"	"	Chillicothe, Mo.....	42.00
"	"	"	Pattonsburg, Mo.....	77.10
"	"	"	St. Joseph, Mo.....	135.90
"	"	"	N. Lexington, Mo.....	
"	"	"	West Quincy, Mo.....	
"	"	"	Trenton, Mo.....	
"	"	"	Alexandria, Mo.....	
"	"	"	Hunneston, Iowa.....	70.00
Nova Scotia Iron Co.....	Riverside Iron Works.....	Salem, Mo.....	Nova Scotia Iron Mines, Mo.	9.00
St. Jo. & DesLoge	St. Jo. & DesLoge	Summit, Mo.....	Bonne Terre, Mo.....	13.00
St. L. Creve Coeur & St. Charles.	St. Louis, Creve Coeur & St. Charles.	St. Louis, (Grand Av.)	Florisant, Mo.....	16.00
St. Louis, Hannibal & Keokuk.	St. Louis, Hannibal & Keokuk.....	Hannibal, Mo.....	Gilmore, Mo.....	81.75
St. Louis, Salem & Little Rock.	St. Louis, Salem & Little Rock....	Cnba, Mo.....	Salem and ore banks, Mo.....	54.04
St. Louis & San Francisco....	St. Louis & San Francisco.....	St. Louis, Mo.....	Seneca, Mo.....	326.75
"	"	Plymouth, Mo.....	Ft. Smith, Ark.....	32.40
"	"	Granby Junc., Mo.....	Granby, Mo.....	1.50
"	"	Girard, Ks.....	Joplin Mo. and Galena, Kas.	29.53
"	"	Springfield, Mo.....	Chadwick, Mo.....	34.50

*Leased to St. Louis, Iron Mountain & Southern Railway Company.

RAILROADS IN MISSOURI—CONTINUED.

NAME OF COMPANY OWNING OR CONTROLLING.	Name of railroads.	From.	To.	Miles in Mo.
St. Louis & San Francisco ...	Missouri & Western.....	Pierce City, Mo.....	Oswego, Ks.....	44.00
" " "	Mo. & Western, Oronogo Br.	Oronogo.....	Joplin, Mo.....	10.13
Texas & St. Louis	Texas & St. Louis.....	Birds Point, Mo.....	Texarkana, Ark.....	69.00
" " "	Texas & St. Louis.....	Pawpaw, Mo.....	New Madrid, Mo.....	5.60
Union Pacific Railway.....	U. Pacific R'y, Kansas Div.....	Kansas City, Mo.....	Denver, Col.....	.70
Total miles.....	.....	.....	.....	4,615.56

MILES OF RAILROAD TRACK IN MISSOURI, DECEMBER 31, 1883.

NAME OF LINE.	Main and branch lines	Total.	Sidings.	Double track.	Total all tracks.
Atchison, Topeka & Santa Fe.....	.....	22.83	.86	.....	23.69
Cape Girardeau Southwestern.....	.....	40.00	2.50	.....	42.50
Cherry Valley.....	.....	6.00	.50	.....	6.50
Chicago & Alton, (Lessee,) Louisiana & Missouri River.....	50.80	.....	.....	.....	.....
“ “ South Branch.....	50.00	.....	.....	.....	.....
“ “ Kansas City, St. Louis & Chicago.....	162.62	203.42	45.13	.....	308.55
Chicago, Burlington & Kansas City.....	.....	74.90	3.42	.....	78.32
Chicago, Burlington & Quincy, Lessee,) Brownville & Nodaway Valley.....	49.60	.....	.....	.....	.....
“ “ Leon, Mt. Ayr & Southwestern.....	9.76	59.36	6.10	.....	65.46
Chicago, Rock Island & Pacific, Main Line.....	141.00	170.08	19.33	.....	189.41
“ “ Atchison Branch.....	29.08	.....	3.50	.50	.....
Crystal Railway.....	.....	.....	.....	.....	4.00
Eureka Springs.....	.....	8.40	.50	.....	8.90
Forest Park & Central.....	.....	3.00	.....	.....	3.00
Hannibal & St. Joseph, Main Line.....	206.41	.....	.....	.....	.....
“ “ Quincy Branch.....	12.77	.....	.....	.....	.....
“ “ Kansas City Branch.....	53.18	.....	.....	.....	.....
“ “ Atchison Branch.....	19.47	291.83	56.81	.41	349.05
Hannibal Bridge Company.....	.....	.93	.93	.....	.93
Graniteville & Middlebrook.....	.....	3.00	.....	.....	3.00
Kansas City, Fort Scott & Gulf, Fort Scott, S. E. & Memphis.....	86.34	.....	.....	.....	.....

MILES OF RAILROAD TRACK IN MISSOURI—Continued.

NAME OF LINE.	Main and branch lines	Total.	Sidings.	Double track.	Total all tracks.
Kansas City, Fort Scott & Gulf, Main Line.....	2.22	.....	.....	.....	.....
" " Rich Hill Railroad.....	23.08	.....	.....	.....	.....
" " " Short Creek & Joplin	13.07	.....	.....	.....	174.58
" " " Kansas & Missouri.....	7.01	131.72	42.86	.....	.....
Kansas City, Springfield & Memphis.....	.....	138.76	8.35	.....	147.11
Kansas City & Southern.....	.....	11.00	1.00	.....	12.00
Kansas City, St. Joseph & Council Bluffs, Main Line.....	146.16	.....	.....	.....	.....
" " " Hopkins Branch.....	50.45	.....	.....	.....	.....
" " " Nodaway Valley.....	31.54	.....	.....	.....	.....
" " " Tarkio Valley.....	25.43	.....	.....	.....	.....
" " " St. Joseph & Nebraska.....	8.88	.....	.....	.....	.....
" " " Winthrop Branch.....	1.20	.....	.....	.....	.....
" " " St. Joseph & Des Moines.....	49.90	313.56	38.56	.....	352.12
Missouri Pacific, Main Line.....	283.12	.....	.....	.....	.....
" " Carondelet Branch.....	13.00	.....	.....	.....	.....
" " Poplar Street Track.....	1.00	.....	.....	.....	.....
" " Lacledé & Creve Cœur Lake.....	12.00	.....	.....	.....	.....
" " Lebanon Branch	40.00	.....	.....	.....	.....
" " Lexington Division.....	88.50	.....	.....	.....	.....
" " Lexington & Southern Division.....	133.00	.....	.....	.....	.....
" " Glencoe Quarry Branch.....	4.00	.....	.....	.....	.....
" " Blackwater Branch.....	3.00	.....	.....	.....	.....
" " Bonville, St. Louis & Southern.....	44.00	.....	.....	.....	.....
" " Osage Division M. K. & T.....	36.25	.....	.....	.....	.....
" " Sedalia, Warsaw & Southern.....	42.25	700.12	173.04	7.00	880.16
Missouri, Kansas & Texas.....	247.80	41.00	.....	.....	288.80
Riverside Iron Works, (Salem & Eastern).....	9.00	1.00	.....	.....	10.00

St. Joseph & Des Loges, Narrow Gauge.....	13.00	.50	.....	13.50
St. Louis Bridge & Tunnel.....	1.15	.....	1.15	2.30
St. Louis, Creve Coeur & St. Charles. Formerly West End Narrow Gauge.	16.00	1.50	.....	17.50
St. Louis, Hannibal & Keokuk.....	81.75	4.00	.....	85.75
St. Louis, Iron Mountain & Southern, Maine Line.....	186.00	.....	.....	.....
4th Street Extension, St. Louis.....	.35	.....	.....	.....
Potosi Branch.....	4.00	.....	.....	.....
Belmont Branch.....	120.00	.....	.....	.....
Cairo, Arkansas & Texas.....	71.00	.....	.....	.....
Doniphian Branch.....	20.00	401.35	133.00	10.00
St. Louis, Keokuk & Northwestern.....	.....	125.32	11.13	.....
St. Louis, Salem & Little Rock.....	.....	54.04	2.50	.....
St. Louis & San Francisco, Main Line.....	326.75	.....	.....	.....
Arkansas & Texas Division.	32.40	.....	.....	.....
Granby Branch.....	1.50	.....	.....	.....
Joplin & Girard Railroad.....	20.53	.....	.....	.....
Springfield & Southern.....	34.50	.....	.....	.....
Missouri & Western.....	44.00	.....	.....	.....
Oronogo Branch.....	10.13	478.81	39.45	.....
Terminal Railway of St. Louis.....	.....	1.60	.....	1.60
Texas & St. Louis, Main Line.....	69.00	.....	.....	3.20
New Madrid to Pawpaw.....	5.60	74.60	4.50	.....
Union Pacific Railway, Kansas Division.....	.....	.....	.....	79.10
Union Railway & Transit Company, St. Louis.....	.....	3.93	.....	1.40
Wabash, St. Louis & Pacific, Main Line.....	276.50	.....	.....	7.86
Union Depot Branch.....	10.40	.....	.....	.....
Northern Division.....	87.60	.....	.....	.....
Glasgow Branch.....	15.90	.....	.....	.....
Omaha Division.....	157.80	.....	.....	.....

MILES OF RAILROAD TRACK IN MISSOURI—Continued.

STOCK, DECEMBER 31 1883.

R. C.—15

NAME OF COMPANY.

	Total mileage.	Total stock.	Stock per mile.	Mileage in Missouri.	Proportion of stock for Missouri.
Boone County and Boonville.....	22	\$ 500,000	\$ 22,725	22	\$ 500,000
Boonville, St. Louis and Southern..	43	400,000	9,302	43	400,000
Brownsville and Nodaway Valley...	35	543,200	15,520	10	155,200
Brunswick and Chillicothe.....	38	450,000	12,325	38	450,000
Cape Girardeau Southwestern.....	40	532,000	13,330	40	532,000
Chicago, Burlington and Kansas City	153	8,000,000	52,288	75	3,916,000
Chicago, Rock Island and Pacific... Cherry Valley.....	1,118	41,960,000	37,530	170	6,380,100
Eureka Springs.....	6	60,000	10,000	6	60,000
Hannibal and St. Joseph.....	18.5	500,000	27,027	8.4	227,027
Kansas City, St. Joseph and Council Bluffs.....	292	14,251,724	48,837	292	14,251,724
Kansas City, Ft. Scott and Gulf.....	260	5,284,656	20,325	207	4,207,275
Kansas City, Springfield and Memphis.....	389	7,398,000	19,000	132	2,508,000
Kansas City, St. Louis and Chicago.....	282	5,250,000	18,615	139	2,587,485
Leon, Mt. Ayr and Southwestern.....	162.5	2,021,600	12,428	162.5	2,021,600
Louisiana and Missouri River.....	104	2,515,400	24,182	50	1,209,100
Missouri, Kansas and Texas.....	101	3,611,800	35,754	101	3,611,800
Missouri Pacific.....	1,315	46,405,000	35,255	248	8,743,240
Nodaway Valley.....	854	29,962,125	35,080	578	20,276,240
Quincy, Missouri and Pacific.....	31.5	224,000	7,111	31.5	224,000
Southern, Warsaw and Southern (Narrow Gauge).....	136	1,923,300	14,142	136	1,923,300
St. Louis and Des Moines (Narrow Gauge).....	42	327,859	7,806	42	327,859
St. Joseph and St. Louis.....	50	30,400	608	50	30,400
	77	1,000,000	13,160	77	1,000,000

STOCK—Continued.

NAME OF COMPANY.	Total mileage.	Total stock.	Stock per mile.	Mileage in Missouri.	Proportion of stock for Missouri.
St. Louis, Creve Coeur and St. Charles (Narrow Gauge).....	16	\$ 200,000	\$ 12,500	16	\$ 200,000
St. Louis, Hannibal and Keokuk.....	82	2,139,600	26,172	82	2,139,600
St. Louis, Iron Mountain and Southern.....	905	22,083,865	24,402	401	9,760,800
St. Louis, Keokuk and Northwestern.....	175	3,420,000	19,543	125	2,442,875
St. Louis, Salem and Little Rock.....	41	1,000,000	24,390	41	1,000,000
St. Louis and San Francisco.....	776	25,000,000	32,217	479	15,431,943
Tarkio Valley.....	29.5	248,000	8,410	29.5	248,000
Texas and St. Louis (in Missouri only) Narrow Gauge.....	.....	.....	12,500	75	937,500
Wabash, St. Louis and Pacific.....	2,748	50,371,400	18,330	549	10,063,170
Total.....	<u>10,342</u>	<u>\$277,613,929</u>	.....	4,456	<u>\$117,766,238</u>

Average amount of stock per mile, total.....

Average amount of stock per mile, Missouri.....

\$26,843
26,429 00

BONDED DEBT.

NAME OF COMPANY.

NAME OF COMPANY.	Mileage.	Bonded debt.	Bonded debt per mile.	Mileage in Missouri.	Proportion of bonded debt for Missouri.
Boone County and Boonville.....	22	\$ 100,000	\$ 4,545	22	\$ 100,000
Boonville, St. Louis and Southern.....	43	400,000	9,302	43	400,000
Brownville and Nodaway Valley.....	35	300,500	8,585	10	85,850
Brunswick and Chillicothe.....	43	304,000	8,329	38	304,000
Cape Girardeau Southwestern.....	40	217,100	5,427	40	217,100
Chicago, Rock Island and Pacific.....	1,118	17,500,000	15,652	170	2,660,840
Eureka Springs.....	18.5	1,000,000	54,055	8.4	454,062
Hannibal and St. Joseph.....	292	8,633,000	29,582	292	8,633,000
Kansas City, Fort Scott and Gulf.....	389	2,465,000	6,337	132	836,484
Kansas City, Springfield and Memphis.....	282	5,250,000	18,617	139	2,587,763
Kansas City, St. Joseph and Council Bluffs.....	260	5,000,000	19,231	207	3,980,812
Kansas City, St. Louis and Chicago.....	162.5	3,000,000	18,447	162.5	3,000,000
Leon, Mt. Ayr and Southwestern.....	104	1,676,000	16,115	50	805,750
Louisiana and Missouri River.....	101	1,645,000	16,287	101	1,645,000
Missouri, Kansas and Texas.....	1,315	41,560,589	31,605	248	7,838,040
Missouri Pacific.....	854	26,895,000	31,492	578	18,201,776
Nodaway Valley.....	31.5	358,000	11,365	31.5	358,000
Quincy, Missouri and Pacific.....	136	1,204,000	8,853	136	1,204,000
St. Joseph and Des Moines. Narrow Gauge.....	50	175,000	3,500	50	175,000
St. Joseph and St. Louis.....	77	358,000	4,649	77	358,000
St. Louis, Council Bluffs and Omaha.....	78.3	626,000	8,000	78.3	626,000
St. Louis, Hannibal and Keokuk.....	82	129,000	1,578	82	129,000
St. Louis, Iron Mountain and Southern.....	905	35,319,299	39,027	401	15,649,827

BONDED DEBT—Continued.

NAME OF COMPANY.	Mileage.	Bonded debt.	Bonded debt per mile.	Mileage in Missouri.	Proportion of bonded debt for Missouri.
St. Louis, Keokuk and Northwestern.....	175	\$ 3,180,000	\$ 18,171	125	\$ 2,271,375
St. Louis, Salem and Little Rock.....	41	1,000,000	24,390	41	1,000,000
St. Louis and San Francisco.....	776	22,102,000	28,482	479	13,612,878
Sedalia, Warsaw and Southern. Narrow Gauge.....	42	338,000	8,047	42	338,000
Tarkio Valley.....	29.5	397,000	13,458	29.5	397,000
Texas and St. Louis. (In Missouri only.) Narrow Gauge.....	.....	.....	25,000	75	1,875,000
Wabash, St. Louis and Pacific.....	2,748	76,466,075	27,826	549	*17,184,000
Totals.....	10,245	\$ 257,598,563	.....	4,437	\$ 106,958,557
Average bonded debt per mile—total mileage.....	.....	.....	.....	.....	\$ 25,145 00
Average bonded debt per mile in Missouri—total mileage.....	.....	.....	.....	.....	24,106 00

* Includes \$1,388,000 St. Charles bridge bonds.

EARNINGS AND INCOME FOR YEAR ENDING DECEMBER 31, 1883.

NAME OF RAILWAY.	MILEAGE.	Earnings of passenger department.	Earnings of freight department.	Earnings from other sources.	Total transportation earnings.	Total income from all sources.	Transportation in earnings in Missouri.
	Total. In Mo.						
Atchison, Topeka & Sante Fe (Pleasant Hill & De Soto Div. only).....	45 22	\$5,380 25	\$35,069 97	\$8,669 29	\$49,119 51	\$49,119 51	\$24,068 37
Cape Girardeau Southwestern.....	40 40	10,747 68	19,041 78	3,666 78	33,456 24	33,456 24	3,025 20
Cherry Valley.....	6 6	.....	3,025 20	.....	3,025 20	3,025 20	3,025 20
Chicago & Alton Lessee, Kansas City, St. Louis & Chicago Railway.....	263 263	644,947 36	1,700,000 00	\$5,637 50	2,430,584 86	2,430,584 86	2,430,584 86
Chicago & Alton Lessee, Louisiana & Missouri River.....	153 75	59,764 82	162,788 71	25,667 12	248,220 65	248,220 65	97,054 27
Chicago, Burlington & Quincy Lessees, Bonville & Nodaway Valley Ry.....	139 59	59,758 80	119,329 22	13,462 69	192,550 71	192,550 71	81,117 00
Chicago, Burlington & Quincy lessees, Leon, Mt. Ayr & Southwestern Ry.....	1,162 3.5	3,353,783 65	8,099,603 94	942,955 65	12,396,343 24	12,542,570 33	1,239,634 32
Chicago, Rock Island & Pacific Crystal Railway.....	3.5	1,685 68	10,180 95	.....	11,866 63	11,866 63	11,866 63
Eureka Springs.....	18.5 8.4	30,673 28	41,873 91	15,699 78	88,246 97	88,246 97	40,068 00
Danubial & St. Joseph.....	292 292	628,386 10	1,562,668 13	354,846 46	2,545,900 69	2,554,954 33	2,545,900 69
Kansas City, Ft. Scott & Gulf.....	389 132	501,256 72	1,373,250 68	141,704 98	2,016,212 38	2,016,212 38	685,512 08
Kansas City, Springfield & Memphis. Kan. City, St. Joseph & Connell Bluffs (including branch lines).....	282 139	.....	.....	.....	335,000 00	335,000 00	165,132 00
	321 263	551,825 49	1,425,584 68	153,531 09	2,130,941 26	2,130,941 26	1,747,371 62

EARNINGS AND INCOME FOR THE YEAR—Continued.

NAME OF RAILWAY.	MILEAGE.	Earnings of passenger department.	Earnings of freight de- partment.	Earnings from other sources.	Total transpor- tation earnings.	Total in- come from all sources.	Transportati'n earnings in Missouri.
	Total. In Mo.						
Missouri, Kansas & Texas.....	1,315	248	1,750,676 28	5,644,939 17	447,896 16	7,813,511 61	1,474,608 40
Missouri Pacific (lines owned and leased)	990	658	2,059,387 21	6,334,215 32	591,349 72	8,981,952 25	6,316,800 00
Sedalia, Warsaw & Southern (Narrow Gauge, operated by Mo. Pacific)	42	42	12,495 88	19,226 30	2,489 00	34,211 18	34,211 18
St. Joseph & Des Moines (Narrow Gauge, operated by K. C., St. Jo. & C. B.)	50	50	32,904 89	49,990 06	3,832 13	86,727 08	86,727 08
St. Louis, Hannibal & Keokuk.....	82	82	17,244 83	76,881 26	6,853 44	100,979 53	100,979 53
St. Louis, Iron Mountain & Southern.....	401	1,595,505 37	5,812,149 70	496,628 40	7,904,683 47	7,999,737 49	3,552,400 00
St. Louis, Keokuk & Northwestern.....	125	181,741 80	309,861 68	45,308 29	536,912 47	536,912 56	462,281 23
St. Louis, Salem & Little Rock.....	54	11,810 38	77,571 98	3,063 47	92,445 83	93,521 50	92,445 83
St. Louis, & San Francisco.....	445	842,266 40	2,793,502 74	260,796 03	3,896,565 17	3,920,941 41	2,360,880 75
St. Louis, Creve Coeur & St. Charles (Narrow Gauge, formerly West End Narrow Gauge)	16	16	22,500 00	2,000 00	1,000 00	25,500 00	25,500 00
Texas & St. Louis (Narrow Gauge)	75	.....	.....	.....	.....	.....	90,000 00
Wabash, St. Louis, & Pacific (lines owned and leased)	3,601	864	3,865,753 17	11,979,746 84	1,069,620 75	16,915,120 76	17,367,687 06
Total.	11,078	4,533	\$16,325,896 04	\$47,887,502 22	\$4,689,679 43	\$68,903,077 69	\$70,178,647 40

Average earnings per mile of road, 11,078 miles.....	\$6,219 80
Average earnings per mile of road in Missouri, 4,533 miles.....	6,343 33

	Passengers.	Freight.	Other sources mostly high- way traffic.	Total earnings.	Proportion for Missouri.
Hannibal Bridge, earnings.....					
St. Louis Bridge & Tunnel, earnings.					
Terminal R'y of St. Louis, earnings.					
Union R'y & Transit Co., St. Louis, earnings. }	\$323,244 61	\$748,710 35	\$369,932 60	\$1,441,887 56	965,000 06
Total.....	\$323,244 61	\$748,710 35	\$369,932 60	\$1,557,560 28	\$1,023,000 00

Total mileage in Missouri, December 31, 1883.....	4,615.56
Miles of road upon which earnings are reported in tables above.....	4,533.00
Miles of road included in Hannibal Bridge, St. Louis Bridge & Tunnel, Terminal R'y of St. Louis & Union R'y & Transit Co.....	7.61
Miles of road in process of construction, and reporting no earnings.....	48.00
Miles of road used for private purposes, and reported no earnings.....	26.95
Total.....	4,615.56

TRANSPORTATION, EARNINGS AND EXPENSES AS REPORTED, DECEMBER 31, 1883.

NAME OF COMPANY.	Earnings.	Expenses.	Surplus.	Deficit.	Earnings per mile.	Per cent. of expenses to earnings.
Atchison, Topeka & Santa Fe, Pleasant Hill Division...	\$ 49,119 51	\$ 44,207 56	\$4,911 95	.....	\$1,091 50	90
Cape Girardeau & Southwestern...	33,456 24	27,135 77	6,320 47	.....	836 40	81.2
Cherry Valley...	3,025 20	1,815 12	1,110 08	.....	604 20	60
Chicago & Alton, Lessee, K. C., St. L. & C. Ry ...	2,430,584 86	1,355,809 47	1,074,775 39	.....	9,241 80	55.7
" " L. & Mo. R. Ry...	248,220 65	238,923 39	9,297 26	.....	1,628 90	96.2
Chicago, Burlington & Kansas City...	192,550 71	215,681 10	.....	\$23,130 39	1,385 25	112
C., B. & Q. Lessee, B. & Nod. Val. Ry...	12,396,343 24	7,086,714 29	5,309,628 95	.....	10,667 73	57.2
C., B. & Q. Lessee, Leon, Mt. Ayr and S. W. Div. ...	11,866 63	7,523 52	4,343 11	.....	339 05	67.3
Crystal Railway.....	88,246 97	22,283 29	65,963 07	.....	4,770 10	26.4
Hannibal & St. Joseph	2,545,900 69	1,523,101 99	1,022,798 70	.....	8,706 91	59.8
Kansas City, Ft. Scott & Gulf...	2,016,212 38	1,178,544 13	837,668 25	.....	5,189 00	58.4
Kansas City, Springfield & Memphis...	335,000 00	* 301,500 00	33,500 00	.....	1,188 00	90
Kansas City, St. Joseph & Council Bluffs...	2,130,941 26	1,266,538 12	864,403 14	.....	6,638 45	59.2
Missouri, Kansas & Texas.....	7,843,511 61	4,770,583 19	3,072,928 42	.....	5,946 56	59.2
Missouri Pacific.....	8,984,952 25	4,857,317 52	4,127,634 73	.....	9,599 30	54.6
Sedalia, Warsaw & Southern.....	34,211 18	25,035 24	9,175 94	.....	814 55	73
St. Joseph & Des Moines.....	86,727 08	67,101 16	19,625 92	.....	1,738 01	74
St. Louis, Hannibal & Keokuk.....	100,979 53	94,356 04	6,623 49	.....	1,231 46	93
St. Louis, Iron Mountain & Southern	7,904,683 47	4,214,563 85	3,690,119 62	.....	8,881 66	53.3
St. Louis, Keokuk & Northwestern	536,912 47	424,717 20	112,195 36	.....	3,068 10	82
St. Louis, Salem & Little Rock.....	92,445 83	43,337 79	48,908 04	.....	1,712 00	47
St. Louis & San Francisco.....	3,896,565 17	1,823,128 82	2,073,436 35	.....	5,305 35	41
St. Louis, Creve Cœur & St. Charles.....	25,500 00	* 22,950 00	2,550 00	.....	1,593 75	90

Texas & St. Louis.....	900,000 00	* 72,000 00	18,000 00	.....	1,200 00	90
Wabash, St. Louis & Pacific.....	16,915,120 76	13,474,243 25	3,440,877 51	.....	4,697 35	74.3
Total for 11,078 miles of road.....	\$68,903,077 69	\$43,159,311 81	.....	.....	.....	.....

* Estimated.

Average earnings per mile.....

Average expenses per mile.....

Average net earnings per mile.....

Average earnings per mile.....	\$6,219 80
Average expenses per mile.....	3,895 94
Average net earnings per mile.....	\$2,323 86

MILEAGE OF TRAINS AND EARNINGS PER TRAIN MILE, ETC., 1883.

NAME OF COMPANY.	Mileage of passenger trains.	Mileage of freight trains.	Mileage of all other trains.	Total train mileage.	Number of passengers carried.	Number of passengers carried one mile.	Total tons of freight hauled.
Atchison, Topeka and Santa Fe. Pleasant Hill Division, only.....	.....	*28,050	25,425	28,178	4,484	134,520	45,923
Brownville and Nodaway Valley.....	15,801	.....	8,998	50,224	19,069	233,561	149,208
Cape Girardeau Southwestern.....	*34,008	.....	.....	34,008	17,237	211,793	17,384
Cherry Valley.....	.....	1,200	.....	1,200	.....	.....	15,126
Chicago and Alton. (All lines in Ill. and Mo.)	1,622,531	2,922,451	392,467	4,937,561	1,805,840	106,028,676	3,488,496
Chicago, Burlington and Kansas City.....	120,899	165,171	3,390	289,460	97,922	2,585,098	99,051
Chicago, Rock Island and Pacific. (All lines).....	2,401,339	6,897,703	576,719	9,845,767	2,808,802	131,372,682	3,231,493
Eureka Springs.....	.....	.....	.....	.....	23,003	414,054	22,085
Hannibal and St. Joseph.....	432,572	1,096,980	90,544	1,620,096	387,548	21,866,074	799,943
Kansas City, Fort Scott and Gulf.....	661,768	429,211	510,028	1,601,007	461,353	17,400,795	875,649
Kansas City, St. Joseph and Council Bluffs.....	506,010	595,774	475,540	1,577,324	390,784	18,893,202	894,426
Leon, Mt. Ayr and Southwestern.....	95,536	68,404	22,888	186,828	77,888	1,586,403	33,431
Missouri, Kansas and Texas.....	1,384,154	4,444,045	191,690	6,019,889	793,808	58,852,625	2,130,894
Missouri Pacific.....	1,529,023	3,895,855	177,380	5,602,258	1,549,775	76,809,631	3,255,654
St. Joseph and Des Moines. Narrow Gauge.....	.....	.....	.....	*75,564	33,729	846,666	27,694
St. Louis, Hannibal and Keokuk.....	1,293,607	3,391,941	382,786	5,068,334	14,082	412,800	50,135
St. Louis, Iron Mountain and Southern.....	205,961	210,488	7,325	423,774	1,028,943	52,638,152	1,557,954
St. Louis, Keokuk and Northwestern.....	.....	.....	.....	*44,800	210,188	7,824,605	278,458
St. Louis, Salem and Little Rock.....	728,622	1,619,382	40,566	2,388,560	8,435	265,259	92,973
St. Louis and San Francisco.....	26,604	76,544	168	103,148	428,987	25,872,527	784,735
Sedalia, Warsaw and Southern.....	.....	.....	.....	.....	11,679	416,529	13,403
Wabash, St. Louis and Pacific.....	4,806,465	9,486,907	4,588,195	18,041,627	3,905,665	154,727,718	5,859,566

* Mixed trains.

MILEAGE OF TRAINS AND EARNINGS PER TRAIN MILE—Continued.

NAME OF COMPANY.	TONS OF FREIGHT HAULED ONE MILE.	TRAIN EARNINGS.		PASSENGER RATE PER MILE.		RATES PER TON OF FREIGHT PER MILE.	
		Passenger train mile.	Per mile all trains....	Cents. 4	Cents. 3	Cents. 2	Average....
			Freight train mile.				Cents. 2.55
Atchison, Topeka and Santa Fe. Pleasant Hill Division, only.....	1,377,690	.....	\$1.75	.....	2.85	.....	.97
Brownville and Nodaway Valley.....	4,217,158	.....	1.06	3	4	.....	1.38
Cape Girardeau Southwestern.....	434,600	.....	.983	4.3	4	.....	3.33
Cherry Valley.....	90,756	.....	\$2.52	2.52	2.14	.....	1.13
Chicago and Alton. (All lines in Ill. and Mo.)	549,369,534	\$1.40	2.12	1.79	2.67	.....	1.73
Chicago, Burlington and Kansas City.....	9,389,845	.495	.985	3	3	.....	1.33
Chicago, Rock Island and Pacific. (All lines.)	707,873,242	1.395	1.18	1.26	4	2.55	.93
Eureka Springs.....	397,530	.....	.....	.....	7.4	.....	10.5
Hannibal and St. Joseph.....	138,502,737	1.45	1.42	1.56	3.5	2.87	1.42
Kansas City, Fort Scott and Gulf.....	92,750,215	.76	3.20	1.85	4	3	2.88
Kansas City, St. Joseph and Council Bluffs.....	78,392,212	1.09	2.39	1.37	4	3	2.92
Leon, Mt. Ayr and Southwestern.....	4,515,723	.53	1.14	.74	3	2.87	1.73
Missouri, Kansas and Texas.....	419,802,274	1.26	1.27	1.40	4	2.97	.42
Missouri Pacific.....	439,295,338	1.34	1.62	1.60	4	2.68	.35
St. Joseph and Des Moines. Narrow Gauge.....	613,495	.....	.....	1.15	4	3	3.88
St. Louis, Hannibal and Keokuk.....	3,080,000	.....	.....	4	3	3.50	.....
St. Louis, Iron Mountain and Southern.....	372,350,183	1.233	1.71	1.56	4	1.75	50.
St. Louis, Keokuk and Northwestern.....	22,276,640	.885	1.47	1.26	3	1	2.73

MILEAGE OF TRAINS AND EARNINGS PER TRAIN MILE—Continued.

NAME OF COMPANY.	Tons of freight hauled one mile.	TRAIN EARNINGS.		PASSENGER RATES PER MILE.		RATES PER TON OF FREIGHT PER MILE.			
		Freight train mile.	Passenger train mile.	Highest ...		Lowest ...		Average ...	
				Per mile all trains....	Average ...	Lowest ...	Highest ...	Lowest ...	Average ...
St. Louis, Salem and Little Rock.....	3,868,600	\$2.06	Cents. 4	Cents. 4	Cents. 3	Cents. 3	Cents. 4	Cents. 3.26	Cents. 2.10
St. Louis and San Francisco.....	162,384,768	\$1.16	1.63	1.63	.33	.33	.33	.326	.326
Sedalia, Warsaw and Southern.....	402,090	.47	.252	.252	.252	.252	.252	.40	.40
Wabash, St. Louis and Pacific.....	1,263,790,528	.792	1.263	.89	.89	.89	.89	2.50	2.50

NAME OF COMPANY.	Tons of freight hauled one mile.	TRAIN EARNINGS.		PASSENGER RATES PER MILE.		RATES PER TON OF FREIGHT PER MILE.			
		Freight train mile.	Passenger train mile.	Highest ...		Lowest ...		Average ...	
				Per mile all trains....	Average ...	Lowest ...	Highest ...	Lowest ...	Average ...
St. Louis, Salem and Little Rock.....	3,868,600	\$2.06	Cents. 4	Cents. 4	Cents. 3	Cents. 3	Cents. 4	Cents. 3.26	Cents. 2.10
St. Louis and San Francisco.....	162,384,768	\$1.16	1.63	1.63	.33	.33	.33	.326	.326
Sedalia, Warsaw and Southern.....	402,090	.47	.252	.252	.252	.252	.252	.40	.40
Wabash, St. Louis and Pacific.....	1,263,790,528	.792	1.263	.89	.89	.89	.89	2.50	2.50

APPENDIX D.

RAILROAD LAWS.

RAILROAD LAWS OF MISSOURI.

REVISED STATUTES, 1879,

WITH AMENDMENTS OF 1881 AND 1883.

CHAPTER 21,

OF PRIVATE CORPORATIONS.

ARTICLE II.

RAILROAD COMPANIES.

SECTION

764. Any number of persons, not less than five, may form a corporation.
765. General and additional powers.
766. Articles of association, when to be filed.
767. Copy of articles of association, evidence, when.
768. Directors to appoint officers.
769. Shall be subject to certain regulations in the election of directors.
770. Capital stock, increase, when.
771. Persons holding stock in fiduciary capacity not liable as stockholders.

SECTION

772. Transportation certificates may issue, effect of.
773. Subscription for certificates, how taken—certificates to issue, when.
774. Certificates, how issued—may be sued on, how.
775. Certificates shall draw interest and be assignable.
776. Correct record of certificates issued to be kept—shall show, what.
777. Who ineligible to office.
778. Penalty for holding office in violation of the preceding section.

SECTION

779. Capital stock may be reduced, when and how.
 780. Stock may issue, when.
 781. Change of road-bed, when made.
 782. Right of way through State lands.
 783. Title to lands of persons not *sui juris*, how acquired.
 784. School lands, how title acquired.
 785. May take and hold lands for side tracks and depots.
 786. Shall file profile maps, when.
 787. Company liable to sub-contractors, laborers, etc., when.
 788. May take material for construction, when and how.
 789. Companies may consolidate, when.
 790. May aid construction of other roads, when.
 791. Shall not consolidate, when.
 792. Directors shall hold meeting and report to railroad commissioners, when—report shall contain, what.
 793. Penalty for violation of preceding section.
 794. Employees to wear badges of identity.
 795. Interest account with stockholders to be kept.
 796. Ejection of passengers, when lawful.
 797. Train regulations, notice to be given—accommodations to be furnished, etc.
 798. Passenger trains, change of time, notice to be given.
 799. Freight accounts to be kept—books, how and when produced.
 800. Not liable for injury to passengers, when.
 801. Companies may contract with each other, etc.
 802. Duties as to receipt and shipment of freight.
 803. Freight may be sold for charges, when.
 804. Baggage shall be checked—penalties.
 805. Freight cars, etc., shall not be placed in rear of passenger cars.
 806. Bell to be rung, or whistle sounded, at road crossings.
 807. Road and street crossings to be constructed and maintained.

SECTION

808. Penalty for injuring railroad property.
 809. Fences, gates and cattle guards to be erected—proprietors may erect, when—penalty against trespassers.
 810. Ditches and drains to be constructed, by whom—penalty for failure, how collected.
 811. Construction of, at county lines—survey to be made, by whom, for what purpose.
 812. Shipment of grain in bulk.
 813. Consignment to elevator, etc., declared temporary.
 814. Time allowed for removing grain from cars.
 815. No discrimination allowed in shipping grain—grain to be weighed and shortage made up.
 816. Scales for weighing by car loads, to be erected, when—penalty for refusal.
 817. Must receive and deliver grain at crossings and junctions of other roads, etc.
 818. Officers, etc., prohibited from furnishing supplies to company.
 819. Power to construct roads, connect with, intersect or cross other lines—duty to receive each other's freight, etc.
 820. Freight, charges on regulated.
 821. Railways declared highways, and companies common carriers—discrimination prohibited.
 822. Penalty for overcharges on freight.
 823. Corporate powers to cease, when.
 824. Existing and future companies, governed by this article.
 825. Railroad defined.
 826. Union depots, how constructed—corporation for.
 827. Id. Power of such corporation.
 828. Cleaning stock cars, etc., when and where prohibited.
 829. Penalty for violation of preceding section.
 830. Time, for the completion of certain roads, extended.

SEC. 764. *Any number of persons, not less than five, may form a corporation.*—Any number of persons, not less than five, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property; and for that purpose may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the places

from and to which the road is to be constructed or maintained or operated, the length of such road, as near as may be, and the name of each county in the State through or into which it is made or intended to be made, the amount of the capital stock of the company, which shall not be less than ten thousand dollars for every mile of standard or broad gauge, nor less than five thousand dollars for every mile of narrow gauge road constructed or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of the directors of the company, not less than five nor more than thirteen in number, who shall manage its affairs for the first year, and until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company. On compliance with the provisions of section seven hundred and sixty-six, such articles of association may be filed in the office of the Secretary of State, who shall indorse thereon the day they are filed, and record the same in a book to be provided by him for that purpose; and thereupon the persons who have so subscribed such articles of association, and all persons who shall become stockholders in said company, shall be a corporation by the name specified in such articles of association, and shall possess the powers and privileges granted to corporations, and be subject to the provisions relating thereto contained in this chapter. (Laws 1877, p. 371, § 1.)

SEC. 765. *General and additional powers.*—Every corporation formed under this article shall, in addition to the powers hereinbefore conferred, have power: First, to cause such examination and survey for its proposed railroad to be made as may be necessary to the selection of the most advantageous route, and for such purpose, by its officers, agents or servants, to enter upon the lands or waters of any person; but such corporation shall be liable and subject to responsibility for all damages which shall be done thereto; second, to take and hold such voluntary grants of real estate and other property as shall be made to it to aid in the construction, maintenance and accommodation of its railroads; but the real estate received by voluntary grant shall be held and used for the purpose of such grant only; third, to lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments to take as much more land as may be necessary for the proper construction and security of the road, and to cut down any standing trees that may be in danger of falling on the road, making compensation therefor, as provided in this chapter for lands taken for the use of the company: fourth, to construct its road across, along or upon any stream of water, water course, street, highway, plank road, turnpike or canal which the route of its road shall intersect or

touch; but the company shall restore the stream, water course, street, highway, plank road and turnpike thus intersected or touched to its former state, or to such state as not unnecessarily to have impaired its usefulness. Nothing herein contained shall be construed to authorize the erection of any bridge or other obstruction across or over any stream navigated by steamboats, at the place where any bridge or other obstruction may be proposed to be placed, so as to prevent the navigation of such stream, nor to authorize the construction of any railroad not already located in, upon or across any street in a city or road of any county, without the assent of the corporate authorities of said city, or the county court of such county; fifth, to cross, intersect, join and unite its railroad with any other railroad before constructed, at any point in its route, and upon the grounds of such other railroad company, with the necessary turnouts, sidings and switches and other conveniences, in furtherance of the objects of its connections; and every company whose railroad is or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined by commissioners to be appointed by the court, as is provided in this chapter for the condemnation of lands for railroad purposes; sixth, to take and convey persons and property on their railroad, by the power or force of steam or of animals, or by any mechanical power, and to receive compensation therefor; seventh, to erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of their passengers, freights and business; eighth, from time to time to borrow such sums of money as may be necessary for the completion, equipment, or repair of their railroad, or for the funding of any floating debt, or for the making of any addition or extension thereto, authorized by their charter, or for the making connection with any bridge by tunnel or otherwise; and for any or all of the purposes above named, may issue and dispose of their bonds for any amount so borrowed, and may mortgage their corporate property and franchise, or any part thereof, to secure the payment of any debt contracted by the company for the purposes aforesaid, or any one of them: provided, that the entire amount of the bonded indebtedness of said corporation shall never exceed the amount of its authorized capital, nor shall such corporation increase its bonded indebtedness except for the purposes and in the manner provided in section seven hundred and twenty-seven. (G. S., 332, § 2, amended—*a.*)

(a.) The grant of a right of way over a public street does not confer the power to use it for the purpose of erecting depots, etc. 31 Mo., 181; 33 Mo., 128; 34 Mo., 259; 64 Mo., 149.

SEC. 766. *Articles of association, when to be filed.*—Such articles of association shall not be filed and recorded in the office of the secretary of state until at least one thousand dollars of stock for every mile of standard or broad gauge railroad, nor until at least five hundred dollars of stock for every mile of narrow gauge railroad proposed to be made, is subscribed thereto, and five per cent. paid thereon, in good faith and in cash, to the directors named in said articles of association; nor until there is indorsed thereon, or annexed thereto an affidavit, made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and five per cent. paid in cash thereon, as aforesaid, and that it is intended, in good faith, to construct or maintain and operate the broad, standard or narrow gauge road mentioned in such articles of association; which affidavit shall be recorded with the articles of association, as aforesaid; provided, that such articles of association shall not be filed and recorded until such corporation or association shall pay into the State Treasury fifty dollars for the first fifty thousand dollars or less of the capital stock of the corporation or association, and a further sum of five dollars for every additional ten thousand dollars of its capital stock, as provided by law. (Laws 1877, p. 372, § 2, amended.)

SEC. 767. *Copy of articles of association, evidence, when.*—A copy of any articles of association filed and recorded in pursuance of this article, or of the record thereof, with a copy of the affidavit aforesaid indorsed thereon, or annexed thereto, and certified to be a copy by the secretary of state, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated. (G. S. 334, § 4.)

SEC. 768. *Directors to appoint officers.*—The directors shall appoint one of their number president; they may also appoint a treasurer and secretary, and such other officers and agents as shall be prescribed by the by-laws of the company. (G. S. 335, § 7.)

SEC. 769. *Shall be subject to certain regulations in the election of directors.*—Every railroad company or corporation formed under the provisions of this article, shall, in addition to the law regulating private corporations concerning the election of directors, be subject to the following regulations: First, at every election of directors, three persons, having the qualifications of directors, shall be chosen by the persons entitled to vote for directors, as inspectors of election, whose duty it shall be to act as such, and any two of whom shall be competent to act; each acting inspector shall be entitled to a reasonable compensation for his services, to be paid by the corporation for which he is chosen: provided, that the inspectors of the first election for directors shall be chosen by the board of directors named in the articles of

association; second, no person shall be chosen or appointed an inspector of an election of directors in a corporation of which he shall be a director or officer. (G. S. 334, part § 6, amended.)

SEC. 770. *Capital stock, increased, when.*—In case the capital stock of the company formed under this act is found to be insufficient for constructing and operating its road, such company may, with the concurrence of the persons holding the larger amount in value of the stock, increase its capital stock or its bonded indebtedness from time to time in the manner prescribed by law. (G. S. 335, § 8, amended—*b.*)

SEC. 771. *Persons holding stock in fiduciary capacity, not liable as stockholders.*—No person holding stock in any such company, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such company, but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estates and funds in the hands of such executor, administrator, guardian or trustee, shall be liable in like manner, and to the same extent as the testator or intestate, or the ward or person interested in such fund would have been, if he had been living and competent to act, and held the same stock in his own name. (G. S. 336, § 9.)

SEC. 772. *Transportation certificates may be issued—effect of.*—Any railroad company heretofore incorporated, or which may be hereafter organized or incorporated in this state in pursuance of law, may receive subscriptions to the capital stock of such company or corporation to aid in the construction or equipment of its road, to be known as “transportation subscriptions,” and the certificates of stock to be issued thereon, as hereinafter provided, shall be known as “transportation certificates,” each of which shall be for an amount equal to one share of stock in such company, and may be issued to one or more persons, and shall entitle the holder or holders thereof, or their assigns or legal representatives, to all the privileges of a stockholder in such company, but shall not subject the holder to any liability for the debts or obligations of such company, and shall be an irrevocable and indefeasible first lien and charge upon and against such railroad, and the road bed, rolling stock and depots, engine houses and machine shops of such company, then in possession of or thereafter acquired by such company or its successor or successors or assigns, whether in the hands of such company or any other person, company or corporation whatsoever, into whose hands or possession the

(b) Subscription of stock, what amounts to, 31 Mo., 19. Subscribers will not be discharged from liability, when. 18 Mo., 210; 22 Mo., 291; 36 Mo., 294; 25 Mo., 547. When subscribed on condition, the condition must be complied with, etc. 64 Mo., 30; 65 Mo., 542.

same may at any time come, until taken up, paid or discharged by such company as hereinafter provided, except the liens provided by law in favor of the employes of a railroad company, and in favor of parties performing labor, or furnishing materials for the construction or the improvement of the road bed, rolling stock, station houses, depots, bridges or culverts, and except as to mortgages recorded in the county or counties through which the line of such road runs or is proposed to be run, before the date of the making of such subscription; which mortgages shall have the preference only as to so much of such road and the property of such company as lies or is situated in counties in which the same are at that time recorded; and such mortgage shall not have any preference as a lien upon any property of such company acquired after the time of making such subscriptions. (Laws 1877, p. 367, § 1, amended.)

SEC. 773. *Subscription for certificates, how taken--certificates to issue, when.*—Whenever any railroad company shall decide, by a majority vote of the stockholders present at any regular meeting, to obtain subscriptions as provided for in the preceding section, they shall prepare a statement of the terms and conditions upon which they will take the same, together with the rates at which they propose to transport passengers and freight in exchange for such certificates, which statement shall be signed by the president and countersigned by the secretary of said company, and acknowledged in the manner in which conveyances of real estate are required by law to be acknowledged, and recorded in the office of the recorder of deeds of the county in which such subscriptions are proposed to be taken, before taking any subscriptions, and shall open a subscription book or books, which shall be headed with a copy of the statement aforesaid, and be ruled in appropriate columns for the names of the subscribers, the number of shares subscribed for by each, date of the subscription, and the time and manner of payment, whether in money, property, material or work, which book or books shall be in duplicate, and so signed by all subscribers before their subscriptions shall be binding, one copy of which shall be retained by said company, and the other deposited and kept in the office and charge of the clerk of the county court of the county in which the subscribers reside, who shall keep the same as a public record of his office, but never allow it to be taken therefrom; and upon so signing such subscription books, the signer or signers, respectively, shall severally become liable and bound to pay the amount, or perform the work or furnish the material by them respectively subscribed, at the time and place, and in the manner required by the terms of the subscription; and such company, its successors and assigns, shall be bound on its part by all the terms and stipulations thereof, and to issue certificates of stock as aforesaid, to each of said subscribers, upon their fulfillment of the terms of their several con-

tracts and subscriptions; and any such company, its successors or assigns, failing or refusing to issue such certificate or certificates to any subscriber or subscribers, upon demand, after he or they shall have complied with the terms of his or their subscription or subscriptions, and done the work, or furnished the material, or deposited the money called for thereby with the treasurer of such company, or with the county treasurer of the county in which such subscriber resides, to the credit of such company, or refusing to take or accept the proportional part thereof in payment of freight charges or passenger fare, as hereinafter provided, shall, in addition to all other liabilities for the breach of such contract, be liable to be enjoined at the suit of any one or more of the subscribers so aggrieved, against running trains upon, or in anywise operating or conducting such road until such certificate shall be issued or acceptance made. (Laws 1877, p. 367, § 2.)

SEC. 774. *Certificates, how issued—may be sued on, how.*—Any two or more persons may unite in their subscriptions so as to make the same joint as well as several, and have the certificates of stock issued thereon to them jointly; but in the absence of express agreement to the contrary, all subscriptions shall be several and not joint, and may be sued upon severally in any court of competent jurisdiction, without filing the original subscription list as an exhibit in the cause. (Laws 1877, p. 368, § 3.)

SEC. 775. *Certificates shall draw interest and be assignable.*—Every certificate of stock issued under the provisions of this article shall recite that fact upon its face; shall draw interest from date at six per cent. per annum, unless otherwise agreed in the articles of subscription; and shall be assignable by indorsement, under the hand of the holder thereof, and shall entitle the holder or his assignee to an amount of transportation, either freight or passenger, in his own right or at his request, over any and all parts of the road of such company, its successors, assigns, lessees, or any company operating the same at the time, to an amount equal to the face value thereof and accrued interest, if any, at rates not exceeding those set forth in the recorded statement hereinbefore provided for: provided, that such company shall have a right to require one-half of each freight bill, or of the fare for each trip, to be paid in cash, and that the remainder only shall be credited thereon until the amount due and unpaid shall be less than one-eighth thereof, after which such holder shall be entitled to freight or passage to an amount equal to the balance due thereon until the same is all paid, when it shall be delivered up to said company, and the rights of such holder thereunder shall cease: provided, further, that no assignment of any such certificate shall create any other or greater liability in the assignor than is expressly created by such assignment. (Laws 1877, p. 368, § 4.)

SEC. 776. *Correct record of certificates issued to be kept—shall show, what.*—Every railroad company taking subscriptions under this article, shall keep in its principal office in this State, open to inspection, a correct record of all such certificates of stock issued by them or their assignor or predecessor, showing the number, date, and to whom issued, and when canceled; and it shall be the duty of the county clerk, upon production by such company of any such canceled certificate, to note the fact and date of such cancellation in his office. (Laws 1877, p. 369, § 5.)

SEC. 777. *Who ineligible to office.*—It shall be unlawful to elect or appoint any person to any office of profit or trust, or for such person to hold such office or appointment, in any railroad corporation established by any law of this State, who is a stockholder, owner, or part owner of any express, dispatch, fast freight or transportation company, whether incorporated or not, which has for its object, or one of its objects, the shipment of freight or transportation of persons over said railroad, or any railroad in direct connection therewith, or who is in any way pecuniarily interested in any company or co-partnership formed for any such or like purpose; and all persons interested as aforesaid, are hereby declared ineligible for any such office or appointment. (Laws 1875, p. 111, § 1.)

SEC. 778. *Penalty for holding office in violation of the preceding section.*—If any person shall be elected to any office or appointed to any position in violation of the preceding section, and shall hold any such office or appointment, he shall forfeit and pay the sum of one hundred dollars for each and every day that he shall exercise the functions of said office, which amount may be recovered at the suit of any stockholder of the company in which the office or appointment shall be unlawfully held. Such suit shall be in the name of the company, and one-half of the amount received shall go into the treasury of the company, and the other half to the stockholder prosecuting. (Laws 1875, p. 111, § 2.)

SEC. 779. *Capital stock may be reduced, when and how.*—Any railroad company incorporated by the laws of this State may at any time reduce the amount of their capital or common stock by a vote of three-fifths in interest of all the stock of such company to be affected thereby, at a stockholders' meeting, called in conformity to the by-laws of such company; and if so voted for, said capital stock may be reduced upon the plan in detail thus submitted to the stockholders; provided, that such reduction shall be so made as to affect the interests of all stockholders alike; provided, that nothing in this section shall be so construed as to permit the reduction of the capital stock of any company below the minimum amount prescribed by law. (Laws 1871, p. 54, § 3.)

SEC. 780. *Preferred stock may be issued, when.*—Any railroad company

organized under the laws of this State, may issue a preferred stock for such amount, and upon such terms and conditions as the board of directors may prescribe. But before any issue of such preferred stock shall be made, the question of issuing the same, together with the terms, conditions and privileges upon which the same is proposed to be issued, shall be submitted to a vote of the stockholders of said company, at a regular annual election for the directors thereof, or at a special meeting of the stockholders of said company called to consider the same, if at such election all the stockholders shall consent. At all elections called to consider the question of issuing preferred stock, as provided in this section, no person shall be permitted to cast any vote as a proxy for the owner of any share or shares of stock without he shall produce written authority, signed by the owner thereof, and duly acknowledged before some officer having authority to take the acknowledgment of deeds; and a record of such authority showing the name of the owner of the stock, and the name of the person casting such vote in his behalf, shall be entered upon the records of the company in a book to be kept for that purpose; and it is also further provided, that when a dividend of ten per cent. per annum shall have been declared upon the preferred stock of any company, issued in pursuance of this section, then all other dividends shall be declared and distributed *pro rata* until the dividends on the common stock shall equal the dividends on the preferred stock, among all the stockholders of such corporation; and provided further, that nothing contained in this section shall be so construed as to give the holders of the preferred stock herein provided for, any other or greater power in the control and management of any corporation, or in the election of the officers thereof, than is exercised by the owners of the original or common stock of such company. Said preferred stock shall be offered to all the common stockholders *pro rata* in proportion to the amount of common stock held by them. If any common stockholder shall fail to take such preferred stock after thirty days notice by publication in two daily newspapers in St. Louis, and written notice to clerks of counties holding stock, then any other person may buy said stock. (Laws 1871, p. 53, § 1, amended.)

SEC. 781. *Change of road-bed, when made.*—The directors of any company organized under the provisions of this act may, by a vote of two-thirds of their whole number, at any time, change their road-bed or road-line, or any part thereof, for the purpose of shortening the line, or to overcome natural objections thereto, or to secure economy in its construction, and when the capital stock of such company subscribed, and the amount paid thereon, shall be equal to or exceed the amount per mile, including the proposed extension, which by section 766 is required to be subscribed and paid before filing the original articles of association, then such company

may, by a like vote of its directors, at any time, extend their line of road-bed from either terminus named in their original charter, to such other point as shall be named in such proceedings of such company. And whenever the business of any railroad company which may have heretofore organized, or which may hereafter organize, to construct a narrow gauge railroad, may demand a change of the gauge thereof to a broad or standard gauge road, or whenever, for other causes, such change of gauge may become necessary or desirable, such company may, by a like vote of its directors, change its gauge to a broad or standard gauge railroad: provided, that such change of gauge shall not be made unless the capital stock of said company shall be at least ten thousand dollars per mile of such road constructed, or shall be increased in the manner provided in this chapter to such sum, nor unless there shall be subscribed, in good faith, at least one thousand dollars per mile of such road constructed or proposed to be constructed, and five per cent. thereon paid in, in cash, nor until such company shall pay into the State Treasury the sum of five dollars for every ten thousand dollars of increased capital stock made necessary by such change of gauge. Such proceedings in relation to the extension of their road, shall be entered on the records of the company, and a copy of such proceedings, with an affidavit as required by section 766, indorsed thereon, shall be filed in the office of the Secretary of State, and by him recorded and certified as the original articles of association. But nothing contained in this article shall be so construed as to authorize such company to change the general route of their line or road-bed, or to avoid running their road through any point named in the original articles of association, or either terminus named therein, or to change the last established terminus, except by extension of their road as aforesaid. (Laws 1881, p. 74.)

SEC. 782. *Right of way through State lands.*—The right of way is hereby granted to any railroad company through any unimproved land belonging to this State, through which their railroad may pass; and in case any more land belonging to this State shall be required for the purpose of any railroad corporation than is needed for the track of the road, and in case any improved land belonging to the State shall be necessary for the purpose of any railroad corporation, the Secretary of State shall have power to grant to any railroad company any land belonging to this State which may be required for the purposes of their road, on such terms as may be agreed on between said Secretary of State and said company; or such company may acquire title thereto by appraisal, as in the case of land owned by individuals; and if any land belonging to a county, city or town is required by any company for the purposes of their road, the county, or city or town officers having charge of such land may grant to such company, on such terms as may be agreed upon, or the land may be appraised in the manner aforesaid. (G. S., 337, § 14.)

SEC. 783. *Title to lands of persons not sui juris, how acquired.*—In case any title or interest in real estate required by any company formed under this article for the purpose of its incorporation shall be vested in any trustee not authorized to sell, release and convey the same, or in any infant, idiot or person of unsound mind, the circuit court shall have power, by a summary proceeding on petition to authorize and empower such trustee, or the court having probate jurisdiction, or the special guardian of such infant, idiot or person of unsound mind, to sell and convey the same to such company, for the purposes of its incorporation, on such terms as may be just; and in case any such infant, idiot or person of unsound mind, is not in charge of said court or guardian, the said court may appoint a special guardian for the purpose of making such sale, release or conveyance, and may require such security from such special guardian as said court may deem proper. But, before any conveyance or release, authorized by this section, shall be executed, the terms on which the same is to be executed shall be reported to the court on oath; and if the court is satisfied that such terms are just to the parties interested in such real estate, the court shall confirm the report and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land, having legal power to sell and convey the same. (G. S. 337, § 15.)

SEC. 784. *School lands, how title acquired.*—In all cases when it becomes necessary for any railroad company to acquire title to any unsold sixteenth section, or other school lands required for the purposes of the incorporation, it shall be lawful in proceedings instituted by such railroad company to acquire title thereto, to notify the county school commissioner of the county in which such land or the greater part thereof is situate; or if there be no such commissioner qualified to act, then such notice may be served upon the presiding justice of the county court of the county in which such land or a greater part thereof is situate; and like proceedings shall be had as in other cases. (G. S., 338, § 16.)

SEC. 785. *May take and hold lands for side tracks and depots.*—Any railroad company in this State shall have the right to take and hold all necessary ground for depots and side tracks, and if the title thereof cannot be secured by agreement with the owners thereof, or if, from any other cause, the title may not be secured, such company may proceed to condemn the same, in the same manner and with the same effect as is now provided by law for the condemnation of other lands. (Laws 1870, p. 91, § 4.)

SEC. 786. *Shall file profile maps, when.*—Every railroad company shall, before constructing any part of their road into or through any county named in their articles of association, and every company heretofore formed and now operating roads in any county in this State, shall make a profile

may or maps of the route intended to be or already adopted by such company in such county, which map or maps shall show the actual survey, location and distance of the road bed through the congressional sections through which such road runs, and also the location and number of miles of main and side tracks of such road in such county, and which map or maps shall be certified by the president and engineer of the company or a majority of the directors, and filed in the office of the clerk of the county court of the county in which the road is to be or has been made. The company shall give written notice to all actual occupants of the land over which the route of the road is so designated, and which has not been purchased by or given to the company. (Laws 1877, p. 369.)

SEC. 787. *Company liable to sub-contractors, laborers, etc., when.*— Whenever any contractor for the construction of any part of a railroad, which is in process of construction, or any contractor for the repairing of any part of a railroad, shall be indebted to any sub-contractor, or laborer, or other person, who shall do or perform any work or labor upon, or furnish any materials for said road, such sub-contractor or laborer, or other person, may give notice of such indebtedness to said company in the manner hereinafter provided; and said company shall thereupon become liable to pay such sub-contractor, or laborer, or other person, the amount so due, and action may be maintained against said railroad therefor; such notice shall be given by said sub-contractor, laborer or other person, within twenty days after the performance of the labor or work, or the delivery of the materials for which the claim is made; such notice shall be in writing, and shall state the amount and number of days labor or work, and the amount, description and quantity of materials furnished, and the time when the said labor or work was performed and the time when the said materials were furnished, for which the claim is made, and the name of the contractor from whom due, and shall be signed by such sub-contractor, laborer or other person, or their attorney, and shall be served on an engineer, agent or other person employed by said company having charge of the section of the road on which said labor or work was performed, or such material furnished, personally, or by leaving said notice in the office or usual place of business of such engineer, agent or person having charge, with some person over fifteen years of age; but no action shall be maintained against any company under the provisions of this section, unless the same be commenced within ninety days after notice is given to the company by such sub-contractor or laborer, as above provided. (Laws 1873, p. 61, § 1—c.)

(c.) Notice that sub-contractors are in arrears, etc., held sufficient. 54 Mo., 495. Laborer may maintain action. 30 Mo., 546. Statute construed. 57 Mo., 304.

SEC. 788. *May take material for construction, when and how.*—Any company shall have power, by themselves or agents, to enter and take from any land in the neighborhood of the line of their railroad, earth, gravel, stone, wood, water, or other material necessary for the construction and operation of said road, and also for the purpose of depositing thereon earth, stone, gravel, etc., and for the purpose of procuring water for their uses, may lay pipes, erect pumps, dams and reservoirs, and maintain and keep the same in repair, paying, if the owner of said lands and said company can agree, the damages they shall do to said land or its appurtenances; or, if they cannot agree, then said company, before entering upon the land, shall apply to a justice of the peace of the county for the appointment of three commissioners, who shall be freeholders and disinterested, to ascertain the amount of the damages, who, being duly sworn by the justice impartially and faithfully to discharge the duties devolving on them, shall then ascertain the compensation, upon their own view of the grounds, and of the wood, earth, stone or gravel, which may be taken therefrom, or the earth, stone, gravel, etc., that may be deposited thereon, and the injury done in taking them, or depositing thereon: provided, that it shall be the duty of the party making the application to show to the justice of the peace that ten days' previous notice of the time of making the same has been given to the other party, or to some one of them; and no award which may be given under any appointment, without such notice, shall be obligatory or binding on the other party; and either party not satisfied with the award may appeal to the circuit court of the county in which said land may be, which may, at its discretion, confirm the said award and enter it of record, or, as often as may be deemed necessary, may supersede the said viewers, or any of them, appoint others in their stead, and direct another view and award to be made in the manner aforesaid. If any justice of the peace, or any freeholder, shall refuse or neglect to perform the duties assigned to them, respectively, or prescribed in this section, upon being thereto required by either party, as aforesaid, such justice or freeholder shall forfeit and pay to the party making the application a sum not exceeding twenty-five dollars, to be recovered before any justice of the peace of the county of which he is an inhabitant, and shall, moreover, be liable to the party aggrieved: provided, that no property shall be entered upon or disturbed, or the title divested under the provisions of this section, until the amount assessed by the commissioners or the circuit court shall be paid to such land owner, or deposited with the justice, or in court or with the clerk thereof, for such owners. (G. S., 336, § 11, amended—d.)

(d.) Material, etc., taken for construction of road, statute must be strictly followed. 61 Mo., 33.

SEC. 789. *Companies may consolidate, when.*—Any two or more railroad companies in this State, existing under either general or special laws, and owning railroads constructed wholly or in part, which, when completed and connected, will form in the whole or in the main, one continuous line of railroad, are hereby authorized to consolidate in the whole or in the main, and form one company owning and controlling such continuous line of road, with all the powers, rights, privileges and immunities, and subject to all the obligations and liabilities to the State, or otherwise, which belonged to or rested upon either of the companies making such consolidation. In order to accomplish such consolidation, the companies interested may enter into contract fixing the terms and conditions thereof, which shall first be ratified and approved by a majority in interest of all the stock held in each company or road proposing to consolidate, at a meeting of the stockholders regularly called for the purpose, or by the approval in writing, of the persons or parties holding and representing a majority of such stock. A certified copy of such articles of agreement, with the corporate name, to be assumed by the new company, shall be filed with the Secretary of State, when the consolidation shall be considered duly consummated, and a certified copy from the office of the Secretary of State shall be deemed conclusive evidence thereof. The board of directors of the several companies may then proceed to carry out such contract according to its provisions, calling in the certificates of stock then outstanding in the several companies or roads, and issuing certificates of stock in the new consolidated company under such corporate name as may have been adopted: provided, however, that the foregoing provisions of this section shall not be construed to authorize the consolidation of any railroad companies or roads, except when by such consolidation a continuous line of roads is secured, running in the whole or in the main, the same general direction; and provided, it shall not be lawful for said roads to consolidate in the whole or in part, when by so doing it will deprive the public of the benefit of competition between said roads. And in case any such railroad companies shall consolidate or attempt to consolidate their roads contrary to the provisions of this article, such consolidation shall be void, and any person or party aggrieved, whether stockholder or not, may bring action against them in the circuit court of any county through which such road may pass, which court shall have jurisdiction in the case and power to restrain by injunction or otherwise. And in case any railroad in this State shall hereafter intersect any such consolidated road, said road or roads shall have the right to run their freight cars without breaking bulk upon said consolidated road, and such consolidated road shall transact the business of said intersecting or connecting road or roads on fair and reasonable terms. Before any railroad companies shall

consolidate their roads, under the provisions of this article, they shall each file with the Secretary of State a resolution accepting the provisions thereof, to be signed by their respective presidents and attested by their respective secretaries, under the seal of their respective companies, which resolution shall have been passed by a majority vote of the stock of each, at a meeting of the stockholders to be called for the purpose of considering the same, sixty days public notice of the time, place and purpose of such meeting, having been given by advertisement in some newspaper printed in the county where the general offices of said company or companies of this State are situated. (Laws 1870, p. 89, § 1, amended.)

SEC. 790. *May aid construction of other roads, when.*—Any railroad company heretofore incorporated or hereafter organized in pursuance of law, may, at any time, by means of subscription to the capital stock of any other railroad company, or otherwise, aid such company in the construction of its railroad within or without the State, for the purpose of forming a connection of the last mentioned road with the road owned by the company furnishing such aid; or any such railroad company, which may have built its road to the boundary line of the State, may extend into the adjoining State, and for that purpose may build, buy, lease or consolidate, in the manner provided in the preceding section, with any railroads in such adjoining State and operate the same, and may own such real estate and other property in such adjoining State as may be convenient in operating such road; or any railroad company organized in pursuance of the laws of this or any other State, or of the United States, may lease or purchase all or any part of a railroad with all of its privileges, rights, franchises, real estate and other property, the whole or a part of which is in this State, and constructed, owned or leased by any other company, if the lines of the road or roads of said companies are continuous or connected at a point either within or without this State, upon such terms as may be agreed upon between said companies, respectively; or any railroad company duly incorporated and existing under the laws of any State of the United States may extend, construct, maintain and operate its railroad into and through this State, and for that purpose shall possess and exercise all the rights, powers and privileges conferred by the general laws of this State upon railroad corporations organized thereunder, and shall be subject to all the duties, liabilities and provisions of the laws of this State concerning railroad corporations as fully as if incorporated in this State: provided, that no such aid shall be furnished, nor any purchase, lease, subletting, or arrangements perfected until a meeting of the stockholders of said company or companies of this State, party or parties to such agreement, whereby a railroad in this State may be aided, purchased, leased, sublet, consolidated, or affected by such arrangement,

shall have been called by the directors thereof, at such time and place and in such manner as they shall designate, sixty days public notice thereof having been previously given, and the holders of a majority of the stock of such company, in person, or by proxy, shall have assented thereto, or until the holders of a majority of the stock of such company shall have assented thereto in writing, and a certificate thereof, signed by the president and secretary of said company or companies, shall have been filed in the office of the Secretary of State; and provided further, that if a railroad company of another State shall lease a railroad, the whole or a part of which is in this State, or make arrangements for operating the same as provided in this act, or shall extend its railroad into this State, or through this State, such part of said railroad as is within this State shall be subject to taxation, and shall be subject to all regulations and provisions of law governing railroads in this State; and a corporation in this State leasing its road to a corporation of another State shall remain liable as if it operated the road itself; and a corporation of another State, being the lessee of a railroad in this State, shall likewise be held liable for the violation of any of the laws of this State, and may sue and be sued, in all cases and for the same causes, and in the same manner as a corporation of this State might sue or be sued, if operating its own road: but a satisfaction of any claim or judgment, by either of said corporations, shall discharge the other; and a corporation of another State being the lessee as aforesaid, or extending its railroad as aforesaid into or through this State, shall establish and maintain an office or offices in this State, at some point or points on the line of the road so leased or constructed and operated, at which legal process and notice may be served as upon railroad corporations of this State. (Laws 1881, p. 75—e.)

SEC. 791. *Shall not consolidate, when.*—No railroad or other corporation, or the lessees, purchasers or managers of any railroad corporation, shall consolidate the stock, property or franchises of such corporation with, or lease or purchase the works or franchise of, or in any way control, any railroad corporation owning or having under its control a parallel or competing line; nor shall any officer of such corporation act as an officer of any other railroad corporation owning or having the control of a parallel or competing line. (New section. Con., art. xii, § 17.)

SEC. 792. *Directors shall hold meeting and report to Railroad Commissioners, when—report shall contain, what.*—The directors of every railroad company or corporation which is now, or hereafter may be, organized under the laws of this State, shall hold a meeting on the second Tuesday of March of each year, at their office or place of business, which shall have been es-

(e) Consolidation of roads, statute construed. 65 Mo. 228; 61 Mo. 17. Courts will not take judicial notice of. 61 Mo. 89.

ta blished in this State, thirty days notice having been given by publication in two or more newspapers, having the greatest circulation, published in the county in which the office of such railroad company or corporation shall be situated; and it shall be the duty of the directors of every such company or corporation, within thirty days after the time fixed for holding such meeting, to make a report to the Railroad Commissioners the number of miles of road completed, the cost per mile of that finished, and other estimated cost of the projected portion; the amount of rolling stock, the gross and net receipts from its passenger earnings and from its freight earnings separately; the amount of stock subscribed and the amount paid, and such other items as may be necessary to show the condition of the company or may be required by the Commissioners. (New section. Con., art. xii, § 15.)

SEC. 793. *Penalty for violation of preceding section.*—The directors of any such railroad company who shall fail to hold such meeting, or neglect to make such report, shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine of not less than two hundred and fifty nor more than one thousand dollars. (New section.)

SEC. 794. *Employes to wear badges of identity.*—Every conductor, baggage-master, engineer, brakeman, or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector without such badge shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office; and no officer or servant without such badge shall have authority to meddle or interfere with any passenger, his baggage or property. (G. S. 339, § 23.)

SEC. 795. *Interest account with stockholders to be kept.*—Any railroad company may open and keep an interest account with their stockholders, from the dates of their payments on their subscription, respectively; and, in order to place all their stockholders on an equal footing, may allow interest from the date of such payments, payable in stock, for such time and under such regulations as the board of directors may prescribe. (G. S. 340, § 27.)

SEC. 796. *Ejectment of passengers, when lawful.*—If any passenger shall refuse to pay his fare, or shall behave in an offensive manner, or by [be guilty of] repeated violations of the rules of the company, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, as the conductors shall elect, on stopping the train. (G. S. 340, § 28.)

SEC. 797. *Train regulations—notice to be given—accommodations to be furnished, etc.*—Every railroad corporation in this State, which now is or may hereafter be engaged in the transportation of passengers or property, shall give public notice of the regular time of starting and running its cars, and shall furnish sufficient accommodations for the transportation of all such passengers, baggage, mails and express freight, as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting, at the junctions of other railroads, and at the several stopping places; and shall, at all crossings and intersections of other railroads, where such other railroad, and the railroad crossing the same, are now or may hereafter be made upon the same grade, and the character of the land at such crossing or intersection will admit of the same, erect, build and maintain, either jointly with the railroad company whose road is crossed, or separately by each railroad company, a depot or passenger house and waiting room or rooms sufficient to comfortably accommodate all passengers awaiting the arrival and departure of trains at such junction or railroad crossing, and shall keep such depot or passenger house warmed, lighted, and open to the ingress and egress of all passengers a reasonable time before the arrival and until after the departure of all trains carrying passengers on said railroad or railroads; and they are hereby required to stop all trains carrying passengers at the junction or intersection of other railroads a sufficient length of time to allow the transfer of passengers, personal baggage, mails and express freight, from the trains of railroads so connecting or intersecting, or they may mutually arrange for the transportation of such persons and property over both roads without change of cars; and they shall be compelled to receive all passengers and freight from such connecting or intersecting roads whenever the same shall be delivered to them. Every railroad corporation or company which shall fail, neglect or refuse to comply with the conditions of this section from and after the first day of July, 1881, shall, for each day said corporation or railroad company refuses, neglects or fails to comply therewith, after said day, forfeit and pay the sum of twenty-five dollars, which may be recovered in the name of the State of Missouri, to the use of the school fund of the county wherein said crossing is situate; and it shall be the duty of the prosecuting attorney to prosecute for and recover the same. (Laws 1881, p. 77.)

SEC. 798. *Passenger trains—change of time—notice to be given.*—Whenever any such railroad corporation may wish to change the time of running its passenger trains, due notice shall be given to the proper officer of other connecting railroads of the time when trains will arrive and depart at such points of intersection or connection, to enable such other railroad companies to conform the running of their trains thereto. (G. S., 341, § 34.)

SEC. 799. *Freight accounts to be kept—books, how and when produced.*—All railroad companies in this State shall keep correct accounts of the time at which any freight is received for shipment, and shall transport the same in its proper time; and when, in the trial of any cause in any court, a party shall be entitled to have produced at such trial the books and papers of the company, including the receipt and freight books, as well as the account of the shipments of such company; he shall have access to such books and papers as may be necessary, when authorized by an order of court, as is now provided in other civil cases. (G. S., 344, § 49, amended—*h.*)

SEC. 800. *Not liable for injury to passenger, when.*—In case any passenger on any railroad shall be injured while on the platform of a car, or in any baggage, wood or freight car, in violation of the printed regulations of the company, posted up at the time, in a conspicuous place inside of its passenger cars, then in the train, such company shall not be liable for the injury; provided, said company, at the time, furnished room inside its passenger cars sufficient for the proper accommodation of the passengers. (G. S., 343, § 45.)

SEC. 801. *Companies may contract with each other, etc.*—All railroad corporations may contract with each other, or with other corporations, in any manner not inconsistent with the scope, object and purpose of their creation and management. (G. S., 341, § 32.)

SEC. 802. *Duties as to receipt and shipment of freight.*—Every such railroad corporation is hereby required to receive all freight or live stock which may be offered for transportation at the place of starting, at the junction of the other roads, and at usual stopping places, and shall take, transport and deliver the same, without unnecessary delay, according to contract. (G. S., 341, § 33.)

SEC. 803. *Freight may be sold for charges, when.*—If any such railroad corporation shall have transported any freight which shall not be called for within six months, or on which the charges shall not have been paid for thirty days, they may sell the same, after giving not less than ten days' notice, by posting where such articles are stored, and also by publishing the same in the nearest local paper; and any sums of money received from the proceeds of such sale, after paying all charges, and expenses of sale, shall be paid into the county treasury for the benefit of the owner, if he shall thereafter appear; but if such money be not claimed within one year, it shall go into the school fund of the county. (G. S., 341, § 35.)

SEC. 804. *Baggage shall be checked—penalties.*—All baggage, when taken for transportation, shall be checked, if there is a handle, loop or fixture, so

(*h.*) May decline to receive freight, when. 51 Mo., 311. But when freight is received, it must be forwarded without delay. Id; 62 Mo., 527.

that the same can be attached, and a duplicate thereof given to the passenger or person delivering the same; and if such check be refused on demand, the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; and, further, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded; and on producing such check, or if he have no check, on demanding his baggage, if it be not delivered to him, he shall recover the value thereof. (G. S. 341, § 36.)

SEC. 805. *Freight cars, etc., shall not be placed in rear of passenger cars.*—In forming a passenger train, baggage, freight, merchandise or lumber cars shall not be placed in rear of passenger cars; and if they, or any of them, shall be so placed, the officer or agent who so directed or knowingly suffered such an arrangement, and the conductor of the train, shall be deemed guilty of a misdemeanor, and be punished accordingly. (G. S. 342, § 37.)

SEC. 806. *Bell to be rung or whistle sounded at road crossings.*—A bell shall be placed on each locomotive engine, and be rung at a distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to such engine, and be sounded at least eighty rods from the place where the railroad shall cross any such road or street, except in cities, and be sounded at intervals until it shall have crossed such road or street, under a penalty of twenty dollars for every neglect of the provisions of this section, to be paid by the corporation owning the railroad, to be sued for by the prosecuting or circuit attorney of the proper circuit, within ten days after such penalty was incurred—one-half thereof to go to the informer, and the other half to the county; and said corporation shall also be liable for all damages which any person may hereafter sustain at such crossing when such bell shall not be rung or such whistle sounded as required by this section; provided, however, that nothing herein contained shall preclude the corporation sued from showing that the failure to ring such bell or sound such whistle was not the cause of such injury. (Laws 1881, p. 79.)

SEC. 807. *Road and street crossings to be constructed and maintained.*—Every such corporation shall construct and maintain good and sufficient crossings, where its railroad crosses public roads, or town streets, now or hereafter opened for public use, which crossings shall be constructed of the materials and in the manner following: On each side of each rail shall be laid a plank of not less than eight inches in width, and the remaining space between the rails shall be macadamized; on the outside of each rail there

shall be a macadamized or gravel pavement of not less than six inches in depth and not less than four nor more than ten feet in width, to be determined by the road overseer, street commissioner, or overseer having such public road or street in charge; this pavement to be substantially and properly joined up to the plank provided to be laid on the outside of each rail. And every such corporation shall also cause boards to be placed, well supported by posts or otherwise, and constantly maintained, across each traveled public road or street where the same is crossed by the railroad; said boards shall be elevated so as not to obstruct the travel, and to be easily seen by the travelers, and on each side of such boards shall be painted in capital letters of at least the size of nine inches each, the words, "railroad crossing—look out for the cars." If such corporation fail to construct and maintain said crossings, or to put up boards as above provided, then the overseers, municipal authorities or parties having legal control or charge of said roads or streets, shall notify such corporation of the necessity for the construction thereof, which notice shall be in writing, and shall be served by delivering a copy of the same to the agent of the company most convenient to the crossing; upon the service of such notice, if such corporation fail to construct said crossings or put up said boards within sixty days from the service of said notice, the parties having charge or control of said roads or streets may proceed to construct said crossings or put up said boards as herein provided, and shall be entitled to recover the amount expended, together with all accruing costs, from such corporation thus refusing or neglecting to construct or put up the same; and such corporation shall be liable for all damages resulting from such neglect to construct such crossings or erect such sign boards as are hereby provided for; said damages to be recovered before any court having jurisdiction thereof, by civil action in the name of the parties injured or having legal control of said roads or streets. But this section shall not apply to streets in cities or villages, unless the corporation shall be required to put up such boards by the officers having charge of such streets. (Laws 1875, p. 130, § 1.)

SEC. 808. *Penalty for injuring railroad property.*—If any person or persons shall willfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to said corporation treble the amount of damages sustained by mease of such offense. (G. S. 342, § 41.)

SEC. 809. *Fences, gates and cattle guards to be erected—penalty—proprietors may erect, when—penalty against trespassers.*—Every railroad corporation formed, or to be fcrmed in this State, and every corporation to

be formed under this article, or any railroad corporation running or operating any railroad in this State, shall erect and maintain lawful fences on the sides of the road where the same passes through, along or adjoining inclosed or cultivated fields or uninclosed lands, with openings and gates therein, to be hung and have latches or hooks, so that they may be easily opened and shut, at all necessary farm crossings of the road, for the use of the proprietors or owners of the land adjoining such railroad, and also to construct and maintain cattle guards where fences are required, sufficient to prevent horses, cattle, mules and all other animals from getting on the railroad; and until fences, openings, gates and farm crossings and cattle guards, as aforesaid, shall be made and maintained, such corporation shall be liable in double the amount of all damages which shall be done by its agents, engines or cars to horses, cattle, mules or other animals on said road, or by reason of any horses, cattle, mules, or other animals escaping from or coming upon said lands, fields or inclosures, occasioned in either case by the failure to construct or maintain such fences or cattle guards. After such fences, gates, farm crossings and cattle guards shall be duly made and maintained, said corporation shall not be liable for any such damage, unless negligently or wilfully done. If any corporation aforesaid shall fail, neglect or refuse for and during the period of three months after the completion of its road through or along the lands, fields or inclosures hereinbefore named, to erect or maintain any fence, openings or farm crossings or cattle guards, as herein required, then the owners or proprietors of said lands, fields or inclosures may erect and maintain such fences, openings, gates or farm crossings or cattle guards, and shall thereupon have a right to sue and recover from such corporation in any court of competent jurisdiction, the full value of such fences, openings or gates, cattle guards or farm crossings; and if any person shall ride, lead or drive any horses or other animals upon such road within such fences and guards, other than a farm crossing, without the consent of the corporation, he shall, for every such offense, forfeit and pay a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby to the party aggrieved. If any person not connected with or employed upon the railroad, shall walk upon the track or tracks thereof, except where the same shall be laid across or along a publicly traveled road or street, or at any crossing, as hereinbefore provided, and shall receive harm on account thereof, such person shall be deemed to have committed a trespass in so walking upon said track in any action brought by him on account of such harm against the corporation owning such railroad, but not otherwise. (Laws 1877, p. 373—j.)

(j.) This section differs from section 43, G. S., p. 342, in not excepting timbered lands. 60 Mo., 209; 55 Mo., 271; 54 Mo., 219; 67 Mo., 56. Double damages,

SEC. 810. *Ditches and drains to be constructed, by whom—penalty for failure, how collected.*—It shall be the duty of every corporation, company or person owning or operating any railroad or branch thereof in this State, and of any corporation, company or person constructing any railroad in this State, within three months after the completion of the same through any county in this State, to cause to be constructed and maintained suitable ditches and drains along each side of the road bed of such railroad, to connect with ditches, drains or water courses, so as to afford sufficient outlet to drain and carry off the water along such railroad, whenever the draining of such water has been obstructed or rendered necessary by the construction of such railroad; and in case such corporation, company or person shall fail or neglect to construct and maintain such ditches or drains, within the time limited in this article, the county courts of the counties through which such railroad has been or may be located, are hereby authorized and required, upon the petition of twenty land owners of such county, along the line of and contiguous to such railroad, to cause such ditches or drains to be constructed and maintained, and such court may maintain an action against such corporation, company or person failing to construct and maintain such ditches or drains, in any court of competent jurisdiction, in the name of such county, and shall be entitled to recover all costs, expenses and damages incurred and accruing in the construction and maintenance of such ditches or drains. (Laws 1874, p. 121, amended—*k.*)

SEC. 811. *Construction on county lines—survey to be made, by whom, for what purpose.*—In any case where a railroad is built along any county line, or where the line dividing any two or more counties is crossed and recrossed by any such railroad, in order to ascertain the exact amount of railroad bed and track which belongs within the lines of each of the respective counties, the county courts of each of such counties are hereby authorized and required to cause a survey of the same to be made, and it shall be the duty of the county courts to appoint the county surveyor, or some other suitable person, for each of their respective counties, who shall proceed

when allowed. 63 Mo., 284; 53 Mo., 525; 55 Mo., 416. An action under this section will not lie for the negligent management of trains. 66 Mo., 567; 60 Mo., 209. Company not liable for stock drowned on right of way, when. 66 Mo., 325. For stock killed within limits of incorporated towns, etc., unless done by actual negligence. 66 Mo., 572, 567 and 683. For the failure to erect fences or cattle guards at stations. 64 Mo., 412, 73; 49 Mo., 199; 58 Mo., 78. For stock killed by a locomotive being used by a servant without authority. 66 Mo., 572. Pleadings before justices of the peace held sufficient. 48 Mo., 378; 58 Mo., 109. But see 65 Mo., 441. What required to be alleged and shown in courts of record. 33 Mo., 309; 34 Mo., 127, 177; 67 Mo., 245; 65 Mo., 230. Petition held sufficient. 52 Mo., 522; 59 Mo., 246.

(*k.*) Damage—surface water—duties of company, etc 57 Mo., 433.

jointly to survey, locate and establish the said line; and the said surveyor shall commence at the first intersection of the county line with said railrcad, at either end of the same, as it may suit their convenience, and make a correct survey of the same, and measure correctly all portions of the bed and track of said railroad which they find on either side of said county line. They shall file in the office of the county clerk of each of their respective counties a correct plat of said survey, with the notes of the same, showing the exact amount of the road bed which belongs within the lines of each of the respective counties; and in all cases hereafter, in the assessment and collection of the revenue on said railroads, the county court shall be governed by the said survey. (Laws 1877, p. 370, amended.)

SEC. 812. *Shipments of grain in bulk.*—Every railroad corporation which shall receive any grain in bulk for transportation to any place within the State, shall transport and deliver the same to any consignee, elevator, warehouse or place to whom or to which it may be consigned and directed: provided, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property, by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be, by the court, in an action on which such failure or refusal shall be founded, adjudged to pay, for the use of the people of this State, a sum of not less than one thousand nor more than five thousand dollars, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a court of competent jurisdiction, and obtain the appointment of a receiver to take charge of and manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied. (Laws 1872, p. 74, § 3.)

SEC. 813. *Consignments to elevators, etc., declared temporary.*—All consignments of grain to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor, at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession, who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property the value of the property, and shall forfeit and pay to the owner or consignee the sum of twenty-five dollars, to be recovered by civil action before any court of competent jurisdiction; and no extra charge shall be permitted by the corporation having the custody of such property in consequence of such change of consignment. (Laws 1872, p. 75, § 4, amended.)

SEC. 814. *Time allowed for removing grain from cars.*—Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty-four hours, free of expense, after actual notice of arrival, by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track; which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading unless it can be reached by the consignee or person entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded; nor shall such change of consignment in any degree affect the ownership or control of property in any other way. (Laws 1872, p. 75, § 5.)

SEC. 815. *No discrimination allowed in shipping grain—grain to be weighed and shortage made up.*—Every railroad corporation chartered by or organized under the laws of this State, or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain, in bulk or otherwise, within a

reasonable time, and load the same either upon its track, at its depot, or at any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned; and at all stations where scales are required to be kept, at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight, and such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same, except that one one-half of one per cent. shall be allowed for leakage, shrinkage or other loss on bulk grain. In default of such delivery the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered. (Laws 1872, p. 73, § 1, amended.)

SEC. 816. Scales for weighing by car loads to be erected, where—penalty for refusal.—At all stations or places from which the shipment of grain by the road of any such corporation shall have amounted, during the previous year to fifty thousand bushels or more, such corporation shall erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by the car load in their cars. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales, or shall, upon receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent, having personal knowledge of the amount of grain so shipped, shall be taken as true as to the amount so shipped; and in case of neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent, having personal knowledge of the weight thereof, shall be taken as true as to the amount delivered; and if by such statement it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value

of such shortage at the time and place when and where the same should have been delivered. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of the preceding section, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense, and for each and every day such refusal or neglect is continued, the sum of one hundred dollars, to be recovered in an action of debt before any court of competent jurisdiction, in the name of the State of Missouri—such penalty and forfeiture to be paid to the county in which suit is brought—and shall also be required to pay all costs of the prosecution, including such reasonable attorney's fees as may be assessed by the court before whom the case may be tried. (Laws 1872, p. 73, § 2, amended.)

SEC. 817. *Must receive and deliver grain at crossings and junctions of other roads, etc.*—Every railroad corporation organized or doing business under the laws of this State, or authority thereof, shall receive and deliver all grain and other freight consigned to its care for transportation at the crossings and junctions of all other railroads, canals and navigable rivers; and shall at all cities and towns along the line of their railroad, having a population of two hundred inhabitants or more, construct and maintain switches and freight houses for the receipt and delivery of grain and other freight that may be tendered such railroad corporation for transportation; and shall stop at least one train daily thereat to receive and unload freight. Any violation of this section shall render such railroad corporation subject to the same penalty as contained in section eight hundred and thirteen. (Laws 1881, p. 78.)

SEC. 818. *Officers, etc., prohibited from furnishing supplies to company.*—No president, director, officer, agent or employe of any railroad company, or other corporation operating a railroad, shall hereafter be interested in any manner, directly or indirectly, in furnishing materials or supplies to such company, nor shall any such officer, agent or employe of any railroad company or other corporation, owning, controlling or managing a railroad, be interested, directly or indirectly, in the business of transportation as a common carrier of freight and passengers, over the works owned, leased, controlled or operated by the corporation or association of which he is an officer, agent or employe. (New section. Con., art. xii, § 22.)

SEC. 819. *Power to construct roads, connect with, intersect or cross other lines—duty to receive each other's freight, etc.*—Any railroad corporation, or association, organized for the purpose, shall have the right to construct and operate a railroad between any points within this State, and to connect at the State line with railroads of other States; and shall have the right, with its road, to intersect, connect with, or cross any other railroad, and shall receive and transport each other's passengers, tonnage and cars, loaded or empty, without delay or discrimination. (New section. Con., art. xii, § 13.)

SEC. 820. *Freight, charges on, regulated.*—No railroad corporation organized or doing business in this State, under any act of incorporation or general law of the State, now in force, or which may be hereafter enacted, shall, directly, or indirectly, charge or collect, for the transportation of goods, merchandise or property on its said road for any distance, any larger or greater amount, as toll or compensation, than is charged or collected for the transportation of similar quantities of the same class of goods merchandise or property, over a greater distance upon the same road, nor shall such corporation charge different rates for receiving, handling or delivering freight at different points on its road, or roads connected therewith, which it has a right to use, nor shall any such railroad corporation charge or collect, for the transportation of goods, merchandise or property, over any portion of its road, a greater amount as toll or compensation than shall be charged or collected by it for the transportation of similar quantities of the same class of goods, merchandise or property, over any other portion of its road of equal distance; and all such rules, regulations or by-laws of any railroad corporation, as fix, prescribe or establish any greater toll or compensation than is herein-before prescribed, are hereby declared to be void. (Laws 1872, p. 69, § 1—l.)

SEC. 821. *Railways declared highways, and companies, common carriers—discrimination prohibited.*—Railways heretofore constructed, or that may hereafter be constructed in this State, are hereby declared public highways, and railroads companies common carriers. No railway company, corporation or association shall hereafter make any discrimination in charges or facilities in the transportation of freight or passengers between transportation companies and individuals, nor in the transportation of freight between commission merchants, or other persons engaged in the transportation of freight, and individuals, in favor of either by abatement, drawback, or otherwise, nor shall any such company, corporation or association, nor any lessee, manager or employe of any such company, corporation or association make any preference between the parties aforesaid in furnishing cars or motive power, for the purpose aforesaid. Any company, corporation or association, or manager, lessee or employe, violating the provisions of this section, shall forfeit and pay to the party injured the whole amount of such transportation charged, to be recovered before any court of competent jurisdiction: provided, that excursion or commutation tickets may be issued at special rates. (New section. Con., art. xii, §§ 14, 23.)

SEC. 822. *Penalty for overcharges on freight.*—Any railroad corporation which shall fix, demand, take or receive, from any person or persons, any greater toll or compensation for the transportation, receipt, handling or delivery of goods or merchandise, in violation of the provisions of this

article, shall forfeit and pay for any such offense any sum not exceeding one thousand dollars and costs of suit, including a reasonable attorney's fee, to be taxed by any court where the same is heard by appeal or otherwise, to be recovered by civil action by the party aggrieved, in any court having jurisdiction thereof; and any officer, agent or employe of any such railroad corporation, who shall knowingly or willfully violate the provisions of this article shall be liable to the penalties prescribed in this section. (Laws 1872, p. 70, § 4.)

SEC. 823. *Corporate powers to cease, when.*—If any corporation, formed under this article, shall not, within two years after its articles of association are filed and recorded in the office of the Secretary of State, begin the construction of its road, and shall not, within one year thereafter, expend thereon not less than ten per cent. on the amount of its capital, or shall not finish its road and put it in operation in ten years from the time of filing its articles of association as aforesaid, its corporate existence and powers shall cease: provided, that if a portion of their road shall be finished and in operation, they shall continue their corporate existence, with power to hold and manage the portion of their road so constructed, and for no other purpose. (Laws 1869, p. 73—m.)

SEC. 824. *Existing and future corporations governed by this article.*—All existing railroad corporations within this State, and such as may be hereafter chartered or formed, shall, respectively, have and possess all the powers and privileges contained in this article; and they shall be subject to all the duties, liabilities and provisions not inconsistent with the provisions of their charter herein contained. (G. S., 343, § 48.)

SEC. 825. *Railroad defined.*—The term railroad corporation contained in this chapter shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate, any railroad in this State. (Laws 1872, p. 69, § 2.)

SEC. 826. *Union depots—how constructed—corporation for.*—In order to facilitate the public convenience and safety in the transmission of goods and passengers in large cities from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any three or more railroads, may themselves form or join individuals in forming a corporation under the general laws of the State relating to private corporations, for the purpose of constructing, establishing and maintaining a union station for passengers or freight depots or for both, in any city of this State, with the necessary offices and rooms convenient for and appurtenances thereto, and for that

purpose may make and sign articles in which shall be stated the number of years the same is to continue, the city in which the same is to be located, the amount of the capital stock of said company, which shall not exceed three millions of dollars: the amount of each share of stock, the names and places of residence of its directors, which shall not be less than five nor exceed nine, who shall manage its affairs for the first year and until others are chosen in their place, and shall also state the amount of stock taken by each subscriber. (Laws 1871, p. 59, § 1.)

SEC. 827. *Id. Powers of such corporations.*—Every corporation formed under section eight hundred and twenty-six, in addition to the general powers conferred by the laws of this State in relation to corporations, shall have power: First, to take and hold for the purposes mentioned in said section, such real estate as they may acquire, either by conveyance to said corporations, and such as it may acquire under the provisions of said section by condemnation; second, to take, occupy and condemn any lands and real estate needed for the establishment of such union station or depot, and the same proceedings shall be had therefor as provided by law relating to the appropriation and valuation of land taken for telegraph, macadamized, graded, plank or railroad purposes, so far as applicable thereto, and when so condemned the said land and any interest therein shall belong to such corporation as owner thereof; third, with the consent of the proper authorities of the city in which said station or depot is to be constructed to have the right to lay the necessary track over, upon or under such streets of said city as may be necessary, in order to make the necessary connections with said railroads, and may with such consent also construct such station or depot under, over or upon any such streets; fourth, from time to time to borrow such sums of money as may be necessary for the construction, completion and finishing or repairing of such station or depot, and to issue and dispose of their bonds for such amounts, at such prices, as they shall think proper, and to mortgage their corporate property and franchise for the purpose of securing the same; fifth, to open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association: provided that no company organized under the provisions of said section shall hold or acquire any real estate, except such as shall be actually necessary for such depot purposes. (Laws 1871, p. 60, § 4, amended.)

SEC. 828. *Cleaning stock cars, etc., when and where prohibited.*—It shall be unlawful for any railroad or stockyard company or corporation, or any agent, servant or employe of any railroad or stockyard company or corporation, to unload, between the first day of June and the first day of November of each year, or empty or clean out any pens, or stockyards, or any car or cars in which any neat cattle, horses, mules, sheep, swine or other live

stock have been confined or shipped, on any but lands inclosed by a lawful fence, and not in or adjacent to any spring or running stream of water. Any railroad company, corporation or person offending against the provisions of this act shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be fined in a sum of not less than fifty nor more than five hundred dollars. (Laws 1879, p. 168, § 1.)

SEC. 829. *Penalty for violation of preceding section.*—In every case where any animal belonging to another, shall become diseased or die by reason of the non-compliance of any railroad company or corporation with the provisions of the preceding section, the owner of such animal may recover against such railroad company or corporation the full amount of all damages, together with all costs of prosecution. (Laws 1879, p. 169, § 2.)

SEC. 830. *Time for the completion of certain roads extended.*—The time within which any railroad company now organized under the general laws of this State, relating to railroads and railroad companies, shall finish its railroad and put the same in operation, shall be extended three years beyond the expiration of ten years, from and after the filing of its articles of association in the office of the Secretary of State: provided, that at the expiration of said ten years, such railroad company shall have finished and put in operation, thirty per centum of the whole length of its proposed road; and such railroad company shall have and possess all the rights to complete, maintain and operate such road, to which it would have been entitled had its road been finished and put in operation within the aforesaid ten years: provided, that this section shall be operative for the purpose of the completion, maintenance and operation of such railroads only, and for no other purpose; and that at the expiration of ten years from the time such companies were incorporated, all rights that such railroad companies might have during the period of ten years next after their incorporation to the subscription of stock in aid of the uncompleted portion of such railroads, subscribed by any individual, county, town, township or part of township in this State or by any other association whatever, shall cease, and such subscription shall become void: provided that nothing in this section shall be so construed as to bind or hold any person county, city, town or township, or any part of said county, city, town or township liable to any subscription heretofore made to any railroad company, whose rights are extended by the provisions of this section: and, provided further, that this section shall not apply to any road whose articles of incorporation shall have been filed ten years or more prior to the passage of this section, nor shall any railroad company be entitled to the provisions of this section until it shall have filed with the Secretary of State an unconditional release, duly executed and acknowledged by the proper officer or officers of such company, discharging all individuals, counties, towns, cities, townships

and parts of townships from all stock or aid subscribed, voted or promised in aid of the construction or maintenance of such railroad in the counties through which said company may fail to complete its road by the 29th day of June, 1879. (Laws 1879, p. 170, § 1.)

ARTICLE III.

RAILROAD CLASSIFICATIONS—CHARGES—COMMISSIONERS.

SECTION

- S31. Roads classified.
- S32. Passenger charges regulated.
- S33. Freight classified.
- S34. Freight charges regulated.
- S35. Penalty for illegal charges, etc.
- S36. Jurisdiction of courts, etc.
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SECTION

- S41. Railroad companies to make annual reports—contents.
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- S45. Oath and bond of Commissioners.
- S46. Their compensation.
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SEC. 831. *Roads classified.*—All railroads in the State of Missouri are hereby divided into three classes, to be known as class A, class B and class C. Class A shall include all through or trunk line railroads. Class B shall include all the branch roads owned, leased or occupied by such through or trunk line railroad companies or corporations. Class C shall include all other railroads or parts of railroads owned, leased or occupied, or which may hereafter be owned, leased or occupied in this State, either wholly or in part. (Laws 1875, p. 113, § 1.)

SEC. 832. *Passenger charges regulated.*—Any individual, company or corporation owning, operating, managing or leasing any railroad or part of a railroad in this State, in the several classifications as herein prescribed, shall be limited to a compensation per mile for the transportation of any person with ordinary baggage, not exceeding one hundred pounds in weight, as follows: In class A not exceeding three cents per mile, and in classes B and C not exceeding four cents per mile: provided, that no such individual, company or corporation shall charge, demand or receive any greater com-

pensation per mile for the transportation of children of the age of twelve years or under, than one-half of the rate above prescribed: and, provided further, that the rates for transportation herein prescribed may be reduced, as hereinafter provided. (Laws 1875, p. 113, § 2.)

SEC. 833. *Freight classified.*—All freights hereafter transported upon any railroad or part of a railroad in this State, are hereby divided into four general classes, to be designated as first, second, third and fourth classes, and into seven special classes, to be designated as class D, E, F, G, H, I and J. Class D shall comprise all grain in car loads. Class E shall comprise flour in lots of fifty barrels or more, and lime in lots of twenty-four barrels or more. Class F shall comprise salt in lots of sixty barrels or more, and cement, water-lime and stucco in lots of twenty-four barrels or more. Class G shall comprise lumber, lath and shingles, in car loads. Class H shall comprise live stock, in car loads. Class I shall comprise agricultural implements, furniture and wagons. Class J shall comprise coal, brick, sand, stone, railroad ties and cord wood, and all heavy fourth-class articles, in car loads; and in addition to the several articles in the said special classes, shall be added other articles as and in the manner hereinafter prescribed, except in classes D, E, G and H; and all articles not before enumerated or subsequently set into said classes as hereinafter provided, shall be placed in and belong to the four general classes, to be classified by the Railroad Commissioners hereinafter to be provided. (Laws 1875, p. 113, § 3.)

SEC. 834. *Freight charges regulated.*—No individual, company or corporation owning, operating, managing or leasing any railroad, ~~or~~ ^{and} ~~any~~ ^{any} railroad, designated in section 831 as in classes A, B or C, shall charge for or receive a greater or higher rate for carrying articles named in the several special classes herein designated, than is hereinafter provided for, namely: Class D, not exceeding six cents per one hundred pounds for the first twenty-five miles, and not exceeding four cents per hundred pounds for the second twenty-five miles, and not exceeding two cents per hundred pounds for each additional twenty-five miles, or fractional part thereof, unless the fraction shall be less than thirteen miles, in which case the rate shall be one cent for said fractional part, unless the whole distance be over two hundred miles, when no greater rate than one-half cent per hundred pounds shall be received for each twenty-five miles over said first mentioned two hundred miles. Class E, not exceeding twelve cents per barrel for the first twenty-five miles, and not exceeding eight cents per barrel for the second twenty-five miles, and not exceeding four cents per barrel for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed two cents per barrel for said

fractional part, unless the whole distance be over two hundred miles, when no greater rate than one cent per barrel shall be charged for each additional twenty-five miles over said two hundred miles. Class F, not exceeding fifteen cents per barrel for the first twenty-five miles, and not exceeding six cents per barrel for the second twenty-five miles, and not exceeding three and one-half cents per barrel for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed one and one-half cents per barrel for said fractional part. Class G, not exceeding eight dollars per car load for the first twenty-five miles, and not exceeding five dollars per car load for the second twenty-five miles, and not exceeding two dollars per car load for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed one and one-half dollars per car load for each fractional part. Class H, not exceeding ten dollars per car load for the first twenty-five miles, and not exceeding seven dollars per car load for the second twenty-five miles, and four dollars per car load for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed two dollars per car load for each fractional part. Class I, not exceeding eleven dollars per car load for the first twenty-five miles, and not exceeding six dollars per car load for the second twenty-five miles, and not exceeding three dollars per car load for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed one dollar and fifty cents per car load for such fractional part. Class J, not exceeding eight dollars per car load for the first twenty-five miles, and not exceeding six dollars per car load for the second twenty-five miles, and not exceeding two and one-half dollars per car load for each additional twenty-five miles, or fractional part thereof, unless the fraction be less than thirteen miles, in which case the rate shall not exceed one dollar per car load for such fractional part. In computing the rates of freight according to the provisions of this article, the distance shall be computed from the point where it is received in this State, notwithstanding it may pass from one road to another. (Laws 1875, p. 113, § 4.)

SEC. 835. *Penalty for illegal charges, etc.*—In no instance shall any such individual, company or corporation, lessee or other person, charge or receive any greater rate of compensation for carrying freight or passengers than hereinbefore provided, and any individual, company or corporation violating, or in any way evading the provisions of this article, shall forfeit all right to recover or receive any compensation whatever for the service rendered wherein such violation is attempted; and every agent of any such corporation, lessee or other individual operating any railroad within the State,

who shall refuse to receive for transportation over the road for which he is agent, in the usual way, any of the articles hereinbefore mentioned, on account of the compensation hereinbefore prescribed being too low, or receiving any such articles of freight, shall charge or attempt to charge for the transportation of the same any greater sum than herein fixed, or shall in any manner violate or attempt to violate or evade the provisions of this article, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall pay a fine of not exceeding two hundred dollars for each and every offense, and the injured party shall have a right of action against said agent, or against the railroad company or other persons operating the railroad, or both, in which case he shall be entitled to recover three times the amount taken or received from him in excess of the rate prescribed by this article. (Laws 1875, p. 144, § 5.)

SEC. 836. *Jurisdiction of courts, etc.*—Justices of the peace shall have concurrent jurisdiction with the circuit court in all cases of prosecutions for a violation of this article, with full power and authority to impose fines, and to the same extent as the circuit court in all cases where the amount claimed does not exceed two hundred dollars: provided, that either party shall have the right to appeal as in all other cases tried before a justice of the peace; and justices of the peace shall have jurisdiction in all civil cases under this article, whenever the amount claimed does not exceed two hundred dollars. (Laws 1875, p. 115, § 6.)

SEC. 837. *Railroad commissioners—selection—qualifications.*—The Governor shall, immediately after the passage of this act and before the adjournment of the present General Assembly, by and with the consent of the senate, appoint three Railroad Commissioners, who shall hold their office until the first day of January, 1877, and until their successors are elected and qualified, and at the general election to be held in 1876, there shall be elected by the qualified voters of the State, three Railroad Commissioners, one of whom shall be elected for two years, and one of whom shall be elected for four years, and one of whom shall be elected for six years; and at each general election, every two years thereafter, there shall be one Railroad Commissioner elected, who shall hold his office for six years, and until his successor is elected and qualified. But no person owning any bonds, stock or other property in any railroad company or in the employ of any railroad or transportation company, or in any way or manner personally interested therein, shall be so appointed or elected: and, provided, that the Governor shall fill by appointment all vacancies that may occur in the Board of Railroad Commissioners by death, resignation, or removal from office; but no such appointment shall be for a longer time than till the next general election thereafter. (Laws 1875, p. 115, § 7.)

SEC. 838. *Powers of commissioners, etc.*—Upon complaint being made and filed against any railroad company, said commissioners shall have power to administer oaths or affirmations, to send for persons and papers, under such regulations as they may prescribe, and shall at any and all times have access to any and all books and papers in any railroad office kept for and used in said railroad office by any railroad company in this State, and if the charges are sustained, the cost shall be paid by the railroad company, but if not sustained, then the cost shall be paid by the party making the complaint. (Laws 1875, p. 115, § 8.)

SEC. 839. *Id. May issue subpœnas, etc.—how enforced.*—Said railroad commissioners, in making any examination, as contemplated in this article, shall have power to issue subpœnas for the purpose of obtaining information pursuant to this article, for the attendance of witnesses by such rules as they may prescribe, and in case any person shall willfully fail or refuse to obey such subpœna, it shall be the duty of the circuit court or any judge thereof in any county, upon the application of said commissioners, to issue an attachment for such witness and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court. (Laws 1875, p. 115, § 9.)

SEC. 840. *Id. Penalty for disobedience of process, etc.*—Any person who shall willfully neglect or refuse to obey the process of subpœna issued by said commissioners, to appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be liable to arraignment and trial in any court having competent jurisdiction, and on conviction thereof, shall be punished for such offense by a fine of not less than twenty nor more than five hundred dollars, or by imprisonment not exceeding thirty days, or both, at the discretion of the court before which such conviction shall be had. (Laws 1875, p. 116, § 10.)

SEC. 841. *Railroad companies to make annual reports—contents.*—Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated or do business under any general or special laws of this State, shall, on or before the first day of September, 1875, and annually thereafter, on or before the first day of April, transmit to the office of the railroad commissioners a full and true statement, under oath of the proper officers of said corporation of the affairs of the corporation as the same existed on the first day of the preceding January, specifying: First, the amount of capital stock subscribed, the number of shares, and the par value thereof; second, the names and owners of its stock, the amount owned by them respectively, and the residence of each stockholder

as far as known; third, the amount of stock paid in, and by whom; fourth, the amount of its assets and liabilities; fifth, the names and places of residence of its officers; sixth, the amount of funded debt; seventh, the amount of floating debt; eighth, the estimated value of the road bed, including iron and bridges; ninth, the estimated value of rolling stock; tenth, the estimated value of stations, buildings and fixtures; eleventh, the estimated value of other property; twelfth, the length of single track on main line; thirteenth, the length of double track on main line; fourteenth, the length of branches, stating whether they have single or double track; fifteenth, the aggregate length of sidings and other tracks above enumerated; sixteenth, the number of tons of through freight carried during the year preceding the making of the report; seventeenth, the number of tons of local freight carried during the same time; eighteenth, the monthly earnings for the transportation of passengers during the same time; nineteenth, the monthly earnings for the transportation of freight during the same time; twentieth the amount of expenses incurred in running and management of passenger trains, in the running and management of freight trains, and the running and management of mixed trains during the same time; twenty-first, the expenses incurred in the running and management of the road, including the salaries of officers for the same time, which shall be reported separately; twenty-second, the amount expended for repairs, including maintenance of roadway, repairs and renewal of bridges, ties and iron; twenty-third, the amount expended for other improvements not included in the last subdivision; twenty-fourth, the amount expended for motive power, cars, station houses, and all other buildings and fixtures, including all other expenditures in the management and running of said road; twenty-fifth, the rate of fare for passengers for each month during the same time, through and way passengers separately; twenty-sixth, the tariff of freights, showing the change of tariff, if any, during the same time; twenty-seventh, a copy of each published rate of fare for passengers and tariff of freights issued for the government of its agents during the same time, and whether the rate of fare and tariffs of freights in such published list are the same as those actually received by the company, and if not, what were received; twenty-eighth, what express companies run on its roads, and on what terms and conditions and the kind of business done by them; twenty-ninth, what freight and transportation companies run on its roads, and on what terms, and whether such freight and transportation companies use the cars of the railroad company or cars furnished by themselves; thirtieth, whether the freight or cars of such transportation companies are given any preference in speed or order of transportation, and if so, what; thirty first, what running arrangements it has with other railroad companies, and answer such additional questions as the Commissioner may require.

tional interrogatories as such commissioners may make and propound to the said railroad companies; and this section shall apply to the president, directors and general officers of every railroad company now existing, or which shall hereafter be organized and exist in this State, and to every lessee, manager or operator of any railroad within this State. Said railroad commissioners shall, on or before the thirty-first day of December of each year, make a report to the governor of their official acts; said report to contain a condensation of the tabulated statistics from the returns of the several railroad companies, and all such information and suggestions concerning the railroads of the State as the said railroad commissioners may deem to be of public interest and importance. (Laws 1881, p. 80.)

SEC. 842. *Commissioners may classify freight, when.*—Said railroad commissioners shall have power to classify all articles of freight transported on any railroads or parts of railroads owned, leased or occupied in the State, except the articles in the special classes D, E, G and H, placing said articles in either of the general classes herein provided for, or in any of said special classes, except D, E, G and H; and are further empowered and authorized to reduce said rates on any of said railroads or parts of railroads, either in general or special classes, whenever, in their judgment, it can be equitably done. (Laws 1875, p. 117, § 12.)

SEC. 843. *Powers and duties of commissioners as to inspection of tracks, etc.*—The railroad commissioners shall, as often as they may deem it necessary, carefully examine the condition of the several railroads of this State, and it shall be the duty of said railroad commissioners, whenever they have reasonable grounds to believe—either on complaint or otherwise—that any of the tracks, bridges or other structures of any railroads in this State are in a condition which renders any of them dangerous or unfit for the transportation of passengers with reasonable safety, to inspect and examine the same; and if on such examination, in their opinion, or in the opinion of a majority of them, any such track, bridges or other structure or works are unfit for the transportation of passengers with reasonable safety, it shall be their duty to give to the superintendent or other executive officer or the company working or operating said defective tracks, bridge or other structure notice of the condition thereof, and of the repairs necessary to place the same in a safe condition; and may also order and direct the speed of trains over such dangerous and defective track, bridge or other structure, until the said repairs are made, and the time within which the repairs shall be made by the company; and if any such superintendent or executive officer aforesaid, receiving such notice and order, shall willfully neglect, for the period of two days after receiving such notice and order, to direct the proper subordinate officers to move the passenger trains over such defective track, bridge or

other structure, at the speed prescribed by the commissioners; or if any engineer, conductor or other employe of such company shall disobey such order, every such superintendent, conductor, engineer or other employe shall be deemed guilty of a misdemeanor, and on conviction thereof, shall be fined in a sum not exceeding five hundred dollars, or be imprisoned in the county jail of the proper county for a period not exceeding one year, or both, at the discretion of the court; and in case the disregard of the instructions of the commissioners shall cause any accident whereby human life shall be lost, or passengers maimed or wounded, the said superintendent of the said company and the engineer and conductor in charge of such train shall severally be deemed guilty of a felony, and on conviction thereof, shall be imprisoned in the penitentiary for a period of not less than two nor more than ten years; and the commissioners shall have power to wholly stop the running of passenger trains over such defective track, bridge or other structure; and they are hereby required, in case any company fails to repair such track, bridge or other structure within the time required, to give notice of such fact in some newspaper having a general circulation along the line of said railroad, to the traveling public. And furthermore, said commissioners may recover from said railroad company the sum of one thousand dollars for each day that expires after the time fixed by the commissioners for the repair of such defective track, bridge or other structure, for such neglect to repair the same, unless good and sufficient cause can be shown for such failure to repair such defective track, bridge or other structure, to be recovered before any court having competent jurisdiction, for the use and benefit of the State of Missouri, after paying the costs of the advertisement herein provided for. (Laws 1875, p. 117, § 13.)

SEC. 844. *Decision of commissioners binding on companies—penalty, etc.*—Any individual, company or corporation owning, operating, managing or leasing any railroad or part of any railroad in this State, shall be bound by the decision of the aforesaid commissioners with reference to the rate so fixed by said commissioners, and every violation by any individual, company or corporation, charging a greater or higher rate, shall be deemed a misdemeanor, and on conviction thereof, shall forfeit and pay a fine of not less than twenty nor more than two hundred dollars for each and every offense; and the injured party shall have the right of action [against] said individual, company or corporation before any court of competent jurisdiction in this State; and he shall be entitled to recover three times the amount taken or demanded in excess of the rates prescribed by this article, or by the commissioners, acting under the provisions of this article, but nothing herein contained shall be so construed as in any manner to abridge or control, or to in any way authorize the commissioners to abridge or control, or regulate the

rates for freight or passengers charged by any railroad company in this State for carrying any freight or passengers which come from beyond the limits of this State, and to be carried through or across this State. But the said railroad and transportation companies shall possess the same power and right to charge such rates for carrying such through freight and passengers as they possessed before the passage of this act. (Laws 1875, p. 118, § 14.)

SEC. 845. *Oath and bond of Commissioners.*—Before entering upon the duties of his office, each of the said Commissioners shall make, subscribe and file with the Secretary of State the following oath: “I do solemnly swear (or affirm) that I will support the Constitution of the United States and the Constitution of the State of Missouri, and that I will faithfully discharge the duties of Railroad Commissioner, according to the best of my ability; that I am not a stockholder in any railroad or freight company, nor in any way, directly or indirectly, in the employment of or engaged in the management of any railroad or transportation company.” Each of said Commissioners shall enter into a bond, with security, to be approved by the Governor, in the sum of twenty thousand dollars, conditioned upon the faithful performance of his duty. (Laws 1875, p. 118, § 15.)

SEC. 846. *Their compensation.*—The said Commissioners shall each receive for their services three thousand dollars per annum, payable monthly out of the State treasury; they shall be furnished with an office, which shall be at the State capital; and at the expense of the State; and the necessary contingent expenses of said office shall be paid monthly out of the State treasury, from any money appropriated for contingent expenses of Railroad Commissioners: provided, that such appropriation shall not exceed eight hundred dollars in any one year. The said Commissioners shall employ a secretary, at a salary of fifteen hundred dollars per annum, to be paid monthly out of the State treasury; they shall also adopt and use an official seal; and a copy of any of their proceedings or of any documents on file in their office, duly certified, shall be taken as evidence in the courts of this State. (Laws 1881, p. 82.)

SEC. 847. *Construction of article.*—Nothing contained in this article shall be so construed as to release any such railroad corporations enumerated in this article from liability for damages, as provided by the laws now in force. (Laws 1875, p. 119, § 17.)

ARTICLE VI.

APPROPRIATION AND VALUATION OF LANDS TAKEN FOR TELEGRAPH, TELEPHONE,
GRAVEL AND PLANK OR RAILROAD PURPOSES.

SECTION

892. Lands may be condemned, when—petition, etc.
 893. Summons, when to issue, how served—publication, when.
 894. Appointment of commissioners—duties of.
 895. Different owners may be joined in one petition.
 896. Clerk to give notice of the filing of the report—report may be reviewed, when.

SECTION

897. Cost, by whom paid.
 898. Shall not enter or appropriate dwelling house, etc.
 899. Proceedings when properly held by corporation.
 900. Lands for depot purposes, how condemned, etc.

SEC. 892. *Lands may be condemned, when—petition, etc.*—In case lands or other property are sought to be appropriated by any road, railroad, telephone, telegraph or other corporation created under the laws of this State for public use, and such corporation and the owners cannot agree upon the proper compensation to be paid, or in case the owner is incapable of contracting, be unknown, or be a non-resident of the State, such corporation may apply to the circuit court of the county where said land or any part thereof lies, or the judge thereof in vacation, by petition setting forth the general directions in which it is desired to construct their road, railroad, telephone or telegraph line over such lands, a description of the real estate or other property which the company seeks to acquire, the names of the owners thereof, if known, or if unknown, a pertinent description of the property whose owners are unknown, and praying the appointment of three disinterested freeholders as commissioners, or by a jury, to assess the damages which such owners may severally sustain in consequence of the establishment, erection and maintenance of such road, railroad, telephone or telegraph line over such lands; to which petition the owners of all such parcels as lie within the county or circuit shall be made parties defendant, by name, if the names are known, and by the description of the unknown owners of the lands therein described, if their names are unknown. If the proceedings seek to effect the lands of persons under guardianship, the guardians must be made parties defendant; if the land of married women, their husbands must be made parties defendant. If the present owner of any land to be affected has a less estate than a fee, the person having the next vested estate in remainder may, at the option of the petitioners, be made party defendant; but if such remainder men are not made parties, their interest shall not be

bound by the proceeding. It shall not be necessary to make any persons party defendant in respect to their ownership, unless they are either in actual possession of the premises to be effected, claiming title or have a title to the premises, appearing of record upon the proper records of the county. (G. S. 351, § 1, amended. Con., art. 2, § 21.)

SEC. 893. *Summons, when to issue, how served—publication, when.*—Upon the filing of the petition, a summons shall be issued, giving such owner at least ten days notice of the time when said petition will be heard, which summons shall be served by the sheriff of the county, in the same manner as writs of summons are now or may be, by law, required to be served. If the name or residence of the owner be unknown, or if the owners, or any of them, do not reside within the State, notice of the time of hearing the petition, reciting the substance of the petition and the day fixed for the hearing thereof, shall be given by publication for three weeks, consecutively, prior to the time of hearing the petition, in a newspaper published in the county in which the proceedings are pending, if one is published in the county, or if no newspaper is published in the county, or the publisher shall refuse to publish the same, on tender of his usual charges for advertising, then by posting up said notice for three consecutive weeks at the door of the court house of the county wherein the lands or any portion of them lie. (G. S. 352, § 2—a.)

SEC. 894. *Appointment of commissioners, duties of.*—The court, or judge thereof in vacation, on being satisfied that due notice of the pendency of the petition has been given, shall appoint three disinterested commissioners, who shall be freeholders, resident of the county in which the real estate, or a part thereof, is situated, to assess the damages which the owners may severally sustain by reason of such appropriation, who, after having viewed the property, shall forthwith return, under oath, such assessment of damages to the clerk of such court, setting forth the amount of damages; and should more than one owner be included in the petition, then the damages allowed each shall be stated separately, together with a specific description of the property for which such damages are assessed, and the clerk shall file said report and record the same in the order book of the court; and thereupon such company shall pay to the said clerk the amount thus assessed, for the party in whose favor such damages have been assessed; and on making such payment it shall be lawful for such company to hold the interest in the property so appropriated for the uses aforesaid; and, upon failure to pay the assessment aforesaid, the court may, upon motion and notice by the party entitled to such damages, enforce the payment of the same by execution,

(a) Petition held sufficient. 63 Mo., 465. It must be shown that parties could not agree on amount of compensation. 51 Mo., 200; 61 Mo., 33; 62 Mo., 585. Such right may be waived by property owner, how. 56 Mo., 565.

unless the said company shall, within ten days from the return of such assessment, elect to abandon the proposed appropriation of any parcel of land by an instrument in writing to that effect, to be filed with the clerk of said court, and entered on the minutes of the court, and as to so much as is thus abandoned the assessment of damages shall be void. (G. S. 352, § 3, amended—*b*.)

SEC. 895. *Different owners may be joined in one petition.*—Any number of owners, residents in the same county or circuit, may be joined in one petition, and the damages to each shall be separately assessed by the same commissioners. (G. S. 553, § 5.)

SEC. 896. *Clerk to give notice of the filing of the report—report may be reviewed, when.*—Upon the filing of such report of said commissioners, the clerk of the court wherein the same is filed, shall duly notify the party whose property is affected, of the filing thereof; and the report of said commissioners may be reviewed by the court in which the proceedings are had, on written exceptions, filed by either party in the clerk's office, within ten days after the service of the notice aforesaid; and the court shall make such order therein as right and justice may require, and may order a new appraisal, upon good cause shown. Such new appraisal shall, at the request of either party, be made by a jury, under the supervision of the court, as in ordinary cases of inquiry of damages; but, notwithstanding such exceptions, such company may proceed to erect said telephone or telegraph line, or construct said road or railroad; and any subsequent proceedings shall only affect the amount of compensation to be allowed. In all cases arising under the provisions of this article, the report of the commissioners, when signed by a majority of them, shall be taken and considered as the report of all. (Laws 1873, p. 24, amended—*c*.)

SEC. 897. *Cost, by whom paid.*—The cost of the proceeding to appropriate the right of way shall be paid by the company seeking the appropriation, up to and including the filing and copying of the report of the commissioners; and the court, as to any costs made by subsequent litigation, may make such order as in its discretion may be deemed just. The court shall allow the commissioners a reasonable compensation for their services, which shall be taxed as costs in the proceeding. (G. S. 353, § 6.)

SEC. 898. *Shall not enter or appropriate dwelling house, etc.*—No telephone or telegraph company shall, by virtue of this article, be authorized to

(*b*) Measure of damages, how assessed. Rule. 57 Mo., 599; 60 Mo., 303; 58 Mo., 491, 61. Payment of damage is a condition precedent to the surrender of title. 57 Mo., 256.

(*c*) Report of commissioners may be set aside, when. 63 Mo., 465. Court may approve or reject it, but cannot amend it. 58 Mo., 491. When set aside, the matter of damage may be referred to a jury. 57 Mo., 599.

enter or appropriate any dwelling, barn, store, warehouse or similar building, erected for any agricultural, commercial or manufacturing purposes, or to erect poles so near thereto as materially to inconvenience the owner in their use or to occasion injury thereto. (G. S., 353, § 7, amended.)

SEC. 899. *Proceedings when property held by corporation.*—In case the lands sought to be appropriated are held by any corporation, the right to appropriate the same by a railroad, telephone or telegraph company shall be limited to such use as shall not materially interfere with the uses to which, by law, the corporation holding the same are authorized to put said lines. Where no agreement can be made between the parties, the mode of assessing the damages provided heretofore, as to private persons, shall be adopted; and if the lands to be appropriated lie in more than one county, an application may be made in any one county in which any of the lands lie, and the damages shall be assessed as to all the lands of the defendant corporation along the whole line in one proceeding. (G. S., 353, § 8, amended.)

SEC. 900. *Lands for depot purposes, how condemned, etc.*—In case lands sought to be appropriated by any railroad company in this State for depot purposes, belong to private persons, and such company and the owner cannot agree on the compensation to be paid, or in case the owner is incapable of contracting, be unknown or a non-resident of the State, such company may have such lands condemned in the manner that is provided in this article for assessing damages, which the owners of lands may severally sustain in consequence of the erection, establishment and maintenance of railroads over such lands: provided, that in no case shall more than ten acres of land in the country or more than six blocks in a town, village or city, be condemned under this article, at any one place, or for any one depot: and, provided, further, that any other railroad company shall have the right to use said depot grounds for depot purposes, with the necessary buildings, turnouts, sidings, switches and other conveniences in furtherance of said purpose; and if the said two companies cannot agree upon the amount of compensation to be made therefor, or the points or manner of such use, the same shall be ascertained and determined by commissioners as [provided] by law for the condemnation of land for railroad purposes. (Laws 1870, p. 26—d.)

(d) Lands may be condemned for depot purposes. 49 Mo., 165. But not for purposes of speculation. 45 Mo., 212. Where railroad company has built road over land in which they have acquired no title, ejectment will lie, when. 57 Mo., 275 Individuals may resist the condemnation of their lands, when. 66 Mo., 228

LAWS OF MISSOURI.

THIRTY-FIRST GENERAL ASSEMBLY.

1881.

CORPORATIONS: AMENDED ARTICLES OF ASSOCIATION.

AN ACT concerning amendment of articles of association of private corporations.

SECTION

1. Amendments to articles of incorporation to become part of same.

SECTION

2. Construction of act.
3. Corporations increasing stock to pay according to law.

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. All amendments to articles of associations of corporations organized under the laws of this State, made and filed in the office of Secretary of State of the State of Missouri, are and shall be and become a part of the articles of association of the corporation adopting and filing the same.

SEC. 2. This act shall not be so construed as to give any corporation, whose articles are amended as in this act contemplated, any greater rights than though the subject of the amendments had been incorporated into the original articles of association.

SEC. 3. Any corporation, company or association which may increase its capital stock under the provisions of this act, shall pay the additional amount now provided by law for such increase.

Approved March 12, 1881.

CORPORATIONS: RAILROAD—STOCK SHIPPERS, RIGHTS OF.

AN ACT relating to the shipment of live stock, grain and other articles of trade.

SECTION

1. Railroad companies responsible for stock as named in the bill of lading, when.

SECTION

2. Rights of shippers defined.

3. Railroad companies responsible for loss, when.

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. Whenever any shipper of hogs, cattle, sheep, horses or other animals shall present his stock at any railroad station, and to any railroad agent in the State of Missouri, for purposes of transportation, it shall be the duty of said railroad agent to count, or cause to be counted, said hogs, cattle, sheep, horses or other animals, and the number so counted shall be, by the agent, named in the bill of lading or receipt for said stock, and if said railroad agent neglect or refuse to count, or have counted, said stock, then the railroad company employing said agent shall be held responsible for the number of animals specified in the bill of lading, according to the shipper's count.

SEC. 2. Whenever any shipper shall order one or more cars from any railroad company, for the purpose of transportation of stock, grain or any other article of commerce or trade, he shall have the right and privilege to put in said car or cars two or more species of live stock or different kinds of grain, or different articles of trade or commerce; and no railroad company or agent shall charge for any car in which is shipped two or more species of live stock any greater price than is charged when only one species of said stock is shipped therein; nor shall said railroad agent or railroad company charge any greater sum when two or more kinds of grain are shipped in any car, than is charged when only one kind of grain, which is in said car, is shipped: provided, that said different species of stock or kinds of grain, or other articles of trade and commerce, which are placed in said car or cars, do not exceed the maximum limit of pounds allowed by law and by the railroad company, when only one species of live stock or one kind of grain is shipped in said car or cars.

SEC. 3. Any loss sustained by any shipper from the refusal on the part of any railroad company to conform to the requirements of this act, shall be assessed and collected as any other damages and losses are assessed and collected against railroad companies.

Approved March 12, 1881.

CORPORATIONS: RAILROAD—DOUBLE-DECKED CARS.

AN ACT to require railroad companies to furnish double-decked cars for the shipment of sheep, and providing a penalty for failing so to do.

SECTION

1. Double-deck cars to be supplied.

SECTION

2. Charges, in case double-decked cars are not furnished, to be reduced,

Be it enacted by the General assembly of the State of Missouri, as follows:

SECTION 1. All railroad companies, private companies or individuals, owning or operating a railroad or railroads in the State of Missouri, are required to furnish a sufficient number of double-decked cars for the shipment of sheep to supply the demand for such cars on their respective lines, and to allow shippers to load both decks in said cars with sheep to the aggregate extent of (20,000) twenty thousand pounds, which cars, so loaded, shall be received and transported by such railroad companies or private companies or individuals as one car-load of stock, and it shall not be lawful for said railroad companies, private companies or individuals to charge or receive for the transportation of a double-decked car of sheep more than the legal rate of freight allowed for the shipment of stock.

SEC. 2. Should any railroad company or private company or individuals, owning or operating a railroad or railroads in the State of Missouri, refuse or neglect to furnish cars, as provided in the preceding section, it shall not be lawful for them to charge or receive for the transportation of a car of sheep more than one-half the legal rate of freight allowed for the shipment of stock.

Approved March 18, 1881.

LAWS OF MISSOURI.

THIRTY-SECOND GENERAL ASSEMBLY.

1883.

CORPORATIONS: RAILROAD—BULLETIN BOARD.

AN ACT requiring railroads to give notice of time of arrival and departure of trains when trains are behind schedule time.

SECTION

1. Bulletin board to show how much train may be behind schedule time.

SECTION

2. Penalty for violating provisions of act.

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. Every railroad corporation in this State, which is or may hereafter be engaged in the transportation of passengers, shall place or cause to be placed in a conspicuous place in or about each and every depot at which passengers shall be received, a bulletin board showing the time of the arrival and departure of all passenger trains at such stations, and at all stations or depots where a telegraph office is kept. The agent or telegraph operator at such station or depot shall, for the information of the traveling public, indicate on such bulletin board the delay of any passenger train, showing how much such train may be behind schedule time.

SEC. 2. Any agent or telegraph operator of any such railroad corporation, who shall violate the provisions of the preceding section, shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine of not less than five nor more than twenty-five dollars.

Approved March 21, 1883.

CORPORATIONS: RAILROAD—DESTROYING VEGETATION.

AN ACT to amend section 810, chapter 21, article 2 of the Revised Statutes of the State of Missouri, relating to private corporations, railroad companies.

SECTION 1. Vegetation along line to be mowed down, when—penalty for failure.

Be it enacted by the General Assembly of the State of Missouri, as follows:

[SECTION 1.] That section 810, chapter 21, article 2 of the Revised Statutes of the State of Missouri be and the same is hereby amended by adding to said section the following words: "And it shall be the duty of every corporation, company or person owning or operating any railroad or branch thereof in this State to cause to be mowed down and cleared up all undergrowth and vegetation whatever twice in every year to the width of fifty feet on each side of its road-bed or road-line, to-wit: Between the 25th of June and the 10th day of July, and between the 5th and 15th of August in each year, so as to prevent the spread of fire and the destruction of property thereby along the line of said railroad. And any such corporation, company or person failing so to clear up and burn such undergrowth and vegetation, as required by this section, shall incur a penalty not to exceed five hundred dollars, and be liable for all damages done by said neglect of duty," so that said section, when amended, shall read as follows: Section 810. It shall be the duty of every corporation, company or person owning or operating any railroad or branch thereof in this State, and of any corporation, company or person constructing any railroad in this State within three months after the completion of the same through any county in this State, to cause to be constructed and maintained suitable ditches and drains along each side of the road bed of such railroad, to connect with the ditches, drains or water courses, so as to afford sufficient outlet to drain and carry off the water along such railroad whenever the draining of such water has been obstructed or rendered necessary by the construction of such railroad, and in case such corporation, company or person shall fail or neglect to construct and maintain such ditches or drains within the time limited in this article, the county courts of the counties through which such railroad has been or may be located, are hereby authorized and required, upon the petition of twenty land owners of such county along the line of and contiguous to such railroad, to cause such ditches or drains to be constructed and maintained, and such court may maintain an action against such corporation, company or person so failing to construct and maintain such ditches or drains in any court of competent jurisdiction, in the name of such county, and shall be

entitled to recover all costs, expenses and damages incurred and accruing in the construction and maintenance of such ditches or drains. And it shall be unlawful for any person to stack or rick any grain, hay or straw within one hundred yards of the right of way of any railroad company, excepting at its stations or depot grounds. And it shall be the duty of every corporation, company or person owning or operating any railroad or branch thereof in this State, to cause all dead or dry vegetation and undergrowth upon the right of way occupied by such railroad company to be cleared off and burned up or removed twice in each year, for the purpose of preventing the spread of fire, and the destruction of property, to-wit: Between the 1st and 15th day of August, and between the 5th and 25th day of October, in each year, and any corporation, company or person failing to comply with the provisions of this section, shall incur a penalty not to exceed five hundred dollars, and be liable for all damages done by said neglect of duty.

Approved March 21, 1883.

CORPORATIONS: RAILROAD RATES.

AN ACT to prevent the change of rates for freight without notice thereof by railroad companies in this State.

SECTION

- | | |
|---|---|
| 1. Railroad company to give notice
of change of rates. | SECTION
2. Penalty for violation. |
|---|---|

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. No railroad company in this State shall advance its rates for carrying freight without having first given at least twenty days' notice of such change by posting the schedule to which it is proposed to change the rates in at least three conspicuous places on each of the freight and passenger depots belonging to the company proposing the change.

SEC. 2. Any person or company operating a railroad in this State who shall fail to comply with the provisions of this act, shall, for each offense, forfeit five hundred dollars to the use of the common school fund of the county, to be collected by civil action in the circuit court of any county through which the road belonging to such person or company may run; such suit may be instituted by any person injured by such violation or by the prosecuting attorney of the county where the suit is brought.

Approved April 2, 1883.

CORPORATIONS: RAILROAD—REPORTS OF COMMISSIONERS.

AN ACT to provide for the publication and distribution of reports of the Railroad Commissioners.

SECTION 1. Reports of Commissioners to be printed and distributed, how.

Be it enacted by the General Assembly of the State of Missouri, as follows:

SECTION 1. The annual reports of the Railroad Commissioners, made to the Governor, as is now or as may hereafter be provided by law, shall be printed at the expense of the State, in manner provided by law for the printing of other public documents. Three thousand copies are hereby authorized to be printed and bound annually, under the direction of said Commissioners, and to be by them properly distributed throughout the State.

Approved April 2, 1883.

CORPORATIONS: RAILROAD—STOCK SHIPPERS.

AN ACT to amend section two (2) of an act entitled "An act relating to the shipment of live stock, grain and other articles of trade," approved March 12, 1881.

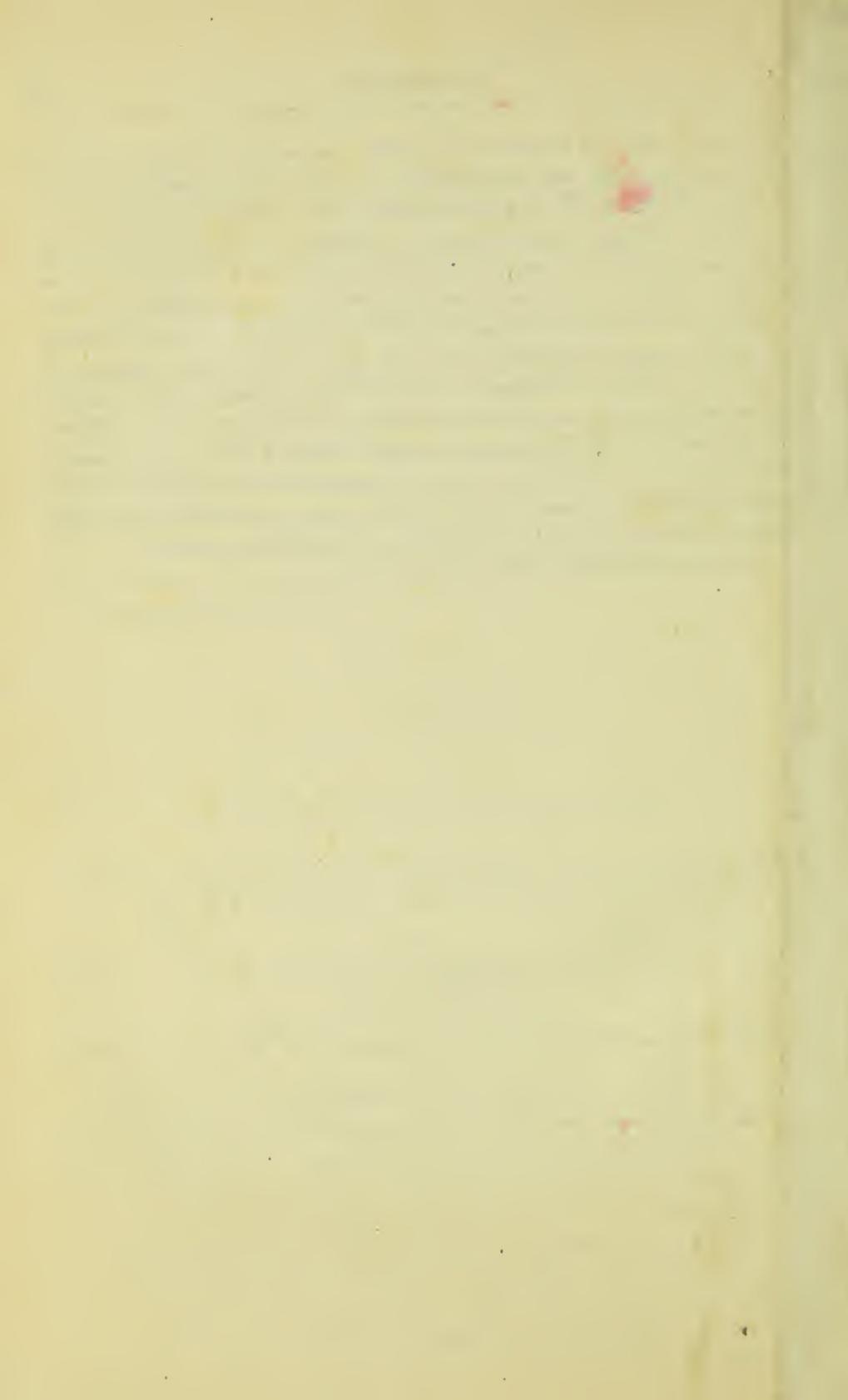
SECTION 1. Railroad companies not responsible for injuries to stock, except in cases of collision, etc.

Be it enacted by the General Assembly of the State of Missouri, as follows:

[SECTION 1.] That section two of an act relating to the shipment of live stock, grain and other articles of trade, approved March 12th, 1881, be and the same is hereby amended by inserting between the words "stock" and "or," in the fourth line of said section, the following words, to-wit: "At his own risk of their injuring each other, unless such injury is received in a collision of trains, or derailment of, or other accident to the train or car carrying such live stock," so that said section, when amended, shall read as follows: Section 2. Whenever any shipper shall order one or more cars from any railroad company for the purposes of transportation of stock, grain or any other article of commerce or trade, he shall have the right and privi-

lege to put in said car or cars, two or more species of live stock at his own risk of their injuring each other, unless such injury is received in a collision of trains, derailment of, or other accident to, the train or car carrying such live stock or different kinds of grain or different articles of trade or commerce, and no railroad company, or railroad agent, shall charge for any car in which is shipped two or more species of live stock, any greater price than is charged when only one species of said stock is shipped therein; nor shall said railroad agent or railroad company charge any greater sum when two or more kinds of grain are shipped in any car than is charged when only one kind of grain which is in said car is shipped: provided, that said different species of stock, or kinds of grain or other article of trade and commerce, which are placed in said car or cars, do not exceed the maximum limit of pounds allowed by law and by the railroad company, when only one species of live stock or any kind of grain is shipped in said car or cars."

Approved March 22, 1883.







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